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MOTOCROSS ACTION MAGAZINE

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KAWASAKI 125: UNI-TRAK MODS

USPS 986-340

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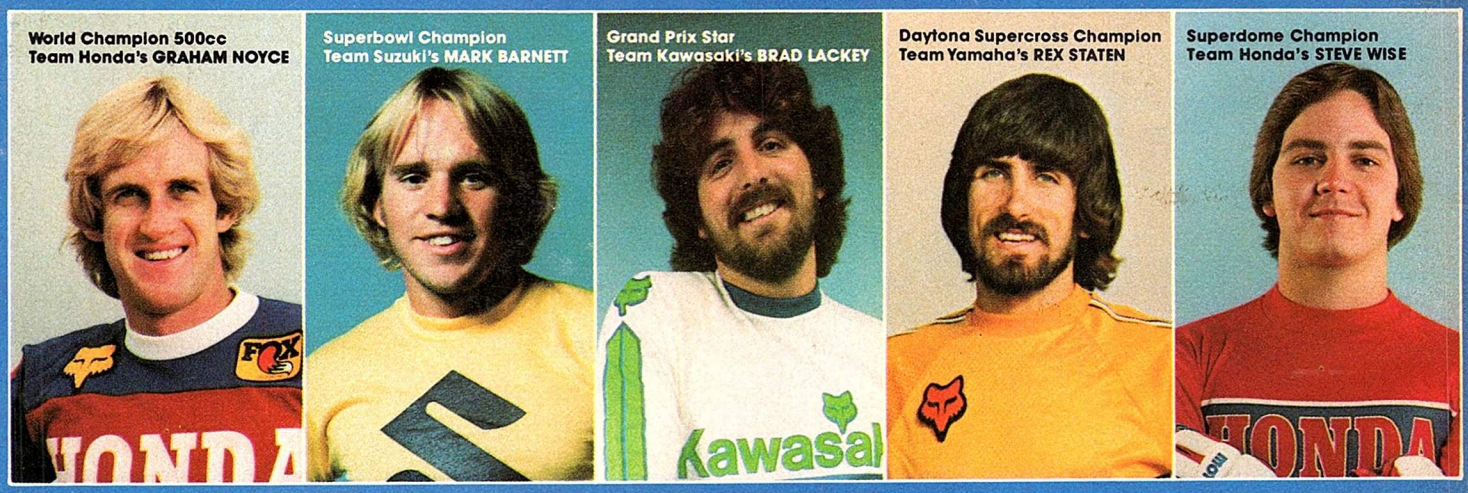

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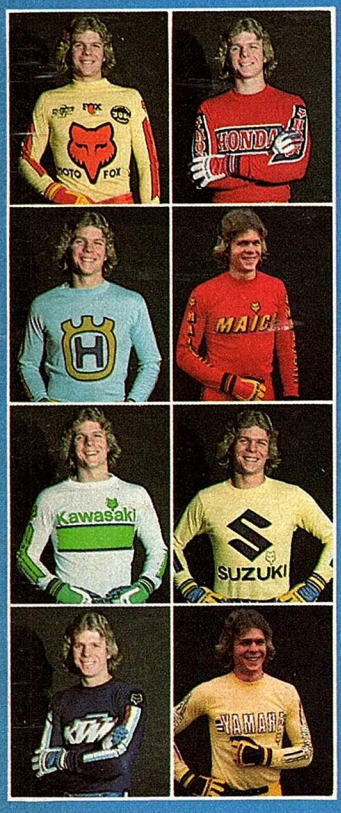

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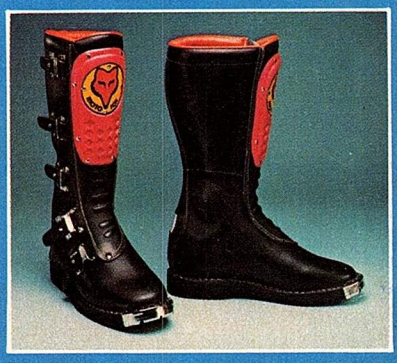

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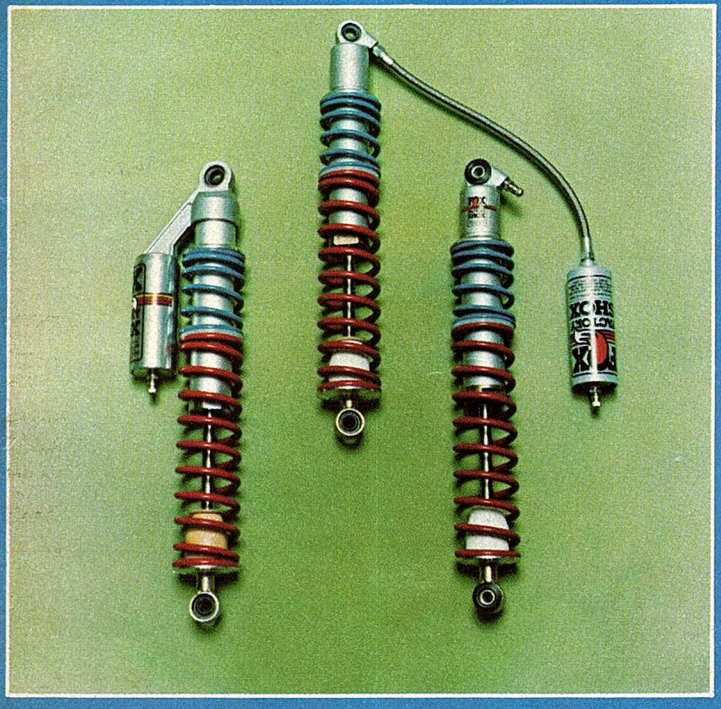

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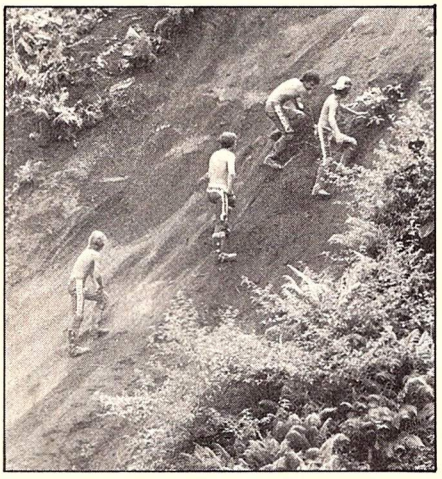

TAHITI

MOTOCROSS ACTION MAGAZINE

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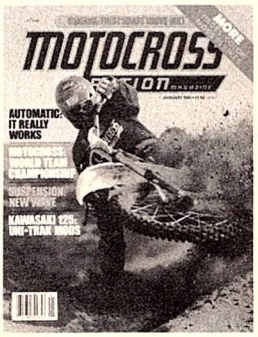

COVER: Want to blow a hole in a berm? Do it automatically like David Gerig (Husky) and Dennis Cox (Nikon). Dirt courtesey of Saddleback Park.

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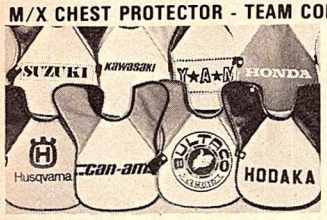

51 Yam 61 Hod
52 Hon 62 Hus
53 Suz 63 Bul
54 Kaw 64 C-A

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High impact yellow plastic. Fits all handlebars, self-lubricating. **No. 46**

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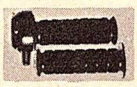

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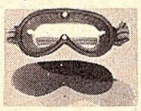

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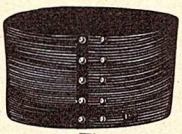
4" wide. Colors: Red, White, Black, Silver, Yellow **No. 98**



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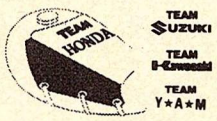
M/X TANK COVER Team Design or Plain



Fits snugly to any tank.
26 Yam 27 Hon
28 Suz 29 Kaw
30 Plain Black
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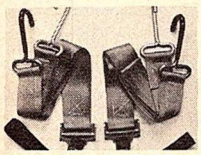

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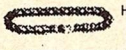

Heavy chrome.
Boy's **No. 70**
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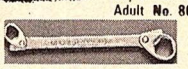

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Tough simulated leather. Team designs. Inner loop for safe mounting. 5" x 7½".

No. 65 Yam
No. 66 Hon
No. 67 Suz
No. 68 Kaw
No. 69 No Name

TEAM CAP $4.99

Heavy twill. In brilliant colors. One size fits all.
21 Yam 23 Suz
22 Hon 24 Kaw

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No. 109

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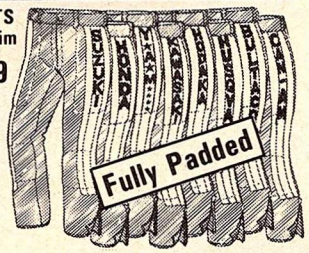

Cycle name in bold black letters down both sides of these top quality denims. Striping in team colors. We make these stylish, highly-protective pants with removable hip and knee pads. Knee pockets will accomodate cups. (No. 75 pants have no cycle name)
Waist Sizes: 24-26-28 30-32-34-36-38-40

71 Yam 72 Hon 73 Suz 74 Kaw
76 Hus 77 Bul 78 C-A 79 Hod

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Our top-quality 14-oz. denims. Three colorful trim styles PERSONALIZED FOR YOU with your name or other message. Up to 10 letters on each side. (Use special boxes in coupon) **No COD's.**

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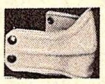

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152 Orange

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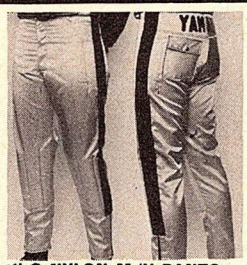
Waist Sizes: 24-26-28-30-32-34-36-38-40

101P Yam 105P Hod
102P Hon 106P Hus
103P Suz 107P Bul
104P Kaw 108P C-A



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RACING BLUE with RED trim, or GOLD with BLACK trim. SPECIFY. Heavy nylon pants as described at left, available plain or with your choice of up to 10 letters across back.
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102 Hon 105 Hod 108 C-A
103 Suz 106 Hus

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Child 6-8, 10-12, 14-16

Shirt Colors: Blue, Red, Yellow, Tan, Black, White

T2 Hon T4 Kaw
T3 Suz T5 Yam

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100% Ventilated Nylon in Brilliant Team Colors

Made by our skilled craftsman. Cycle name on chest and sleeves.
Sizes: Child 6-8, 10-12, 14-16 Adult S-M-L-XL

L1 Yam L2 Hon L3 Suz L4 Kaw
L5 Hod L6 Hus L7 Bul L8 C-A

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Sizes: Child 6-8, 10-12, 14-16
Adult S-M-L-XL

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S2P Hon S5P Hod S8P C-A
S3P Suz S6P Hus

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L2P Hon L5P Hod L8P C-A
L3P Suz L6P Hus

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S5 Hod S6 Hus S7 Bul S8 C-A

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31 Yam 32 Hon 33 Suz 34 Kaw

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SPECIFY SIZE

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C5 Hod C6 Hus C7 Bul C8 C-A
C13 Plain Black

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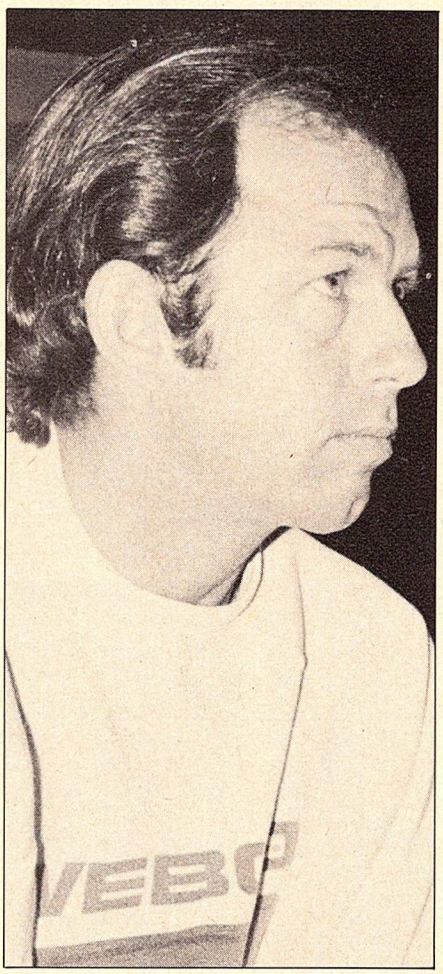

By Dick Miller

☐ I had no idea what the implications would be regarding the decision made by Yamaha President, Mr. Ueshima, to withdraw Mike Bell from the U.S. Trophee and Motocross des Nations team at the time, but recently I've become aware of some. Actually, Mike Bell's withdrawal was just the fuse igniting a growing problem regarding U.S. riders, or lack of, in International competition.

The FIM is meeting this week to determine sanctions to be given for Grand Prixs for the year 1982 and also to elect representatives to the competition committees. Mike DiPrete, the U.S. representative and Commissioner of Racing for the AMA, holds a seat on a committee and it is in jeopardy because of our inactivity. If he is not elected we will have no voice in the FIM scheme of things. It is no secret that the head of the Belgian Federation, Rene Bruneel, a very poweful force in the FIM, is against giving Grand Prix sanctions to the U.S. and will probably recommend so in this weeks meeting. The U.S. has only Brad Lackey competing in the 500cc GPs and no one in the 125 or 250cc events. We currently have all three events being held in the U.S., much to the dissatisfaction of some of the other FIM countries. In all probability we will lose both the 125 and 250 events, and it is conceivable that the 500cc USGP is in jeopardy also, although I'd like to think not.

The reasoning that these events should be taken away from us is possibly understandable seeing as how we don't field entries for the events in Europe; but then there are other countries who have events currently which aren't in jeopardy, and this is because of some political manuervering by the FIM hierarcy.

I know that Gerrit Wolsink, ex Suzuki star who now rides for the Maico factory again, is the FIM rider representative and I cornered him in Las Vegas last week while we both attended a motorcycle trade show. I asked Gerrit, and also long time race promoter, Bill West, if they would talk about some of these problems. Gerrit and Bill both agreed but Gerrit was reluctant to volunteer anything. He only acknowledged facts. He felt his position on the Motocross and Trials Commission as a rider representative could help the sport but the position is vulnerable if he gets out of line. Gerrit acknowledged that some of the FIM members wanted to take away the U.S. sanctions. He also verified my knowledge of Luxemborg using two Belgian riders, Jaak Van Velthoven and Jean Paul Mingels, as representatives for their country. The treasurer of the FIM is from Luxemborg and they have GP sanctions with no rider involvement from their country so they *borrowed* a couple from Belgium, a country which seems to have a surplus of motocross stars. Citizenship requirements, or any requirements to make sure that riders are from the countries that they represent are non-existent or rarely enforced.

The Luxemborg vote is important to Bruneel for his election so he probably doesn't mind lending riders when it could be of benefit. Both Van Velthoven and Mingels also competed on Luxemborg's Motocross and Trophee des Nations team. If *this* is allowed, why don't we adopt a couple of riders from Belgium or a country that has more good riders than they do spots available on their country's team. It would solve a problem for us or at least create one in the selection process, if nothing else!

Gerrit felt it was too bad about the U.S. not fielding a team for the Motocross and Trophee des Nations. He said that it was more of a shame because the U.S. had a good chance of winning had they competed, but he can understand the factory's reluctance of supporting riders chosen for the event.

In Europe, the representative federations of each country fund their own team, and that is the way it should be done here. Gerrit feels the AMA should have taken the initiative for funding by either withholding part of sanction fees or promoting their own events to raise the money. He couldn't understand how we *could* send over 40 people to the ISDT in France and *could not* send four riders to the Motocross and Trophee des Nations. The question was raised as to how much the AMA earns by holding two-day Qualifiers and how many officials went? Enduros, although a legitimate motorcycle sport, are not exactly financial bonanzas.

Bill West agreed that there should be a fund established to support a team because we should be putting something back into the sport that it is giving to us. It could also renew some of the excitement of the U.S. versus the Europeans that was established over ten years ago and which now is virtually non-existent.

Gerrit agreed that it is more expensive for the U.S. to compete in the GPs although both are important to the sport. He said that most riders who ride for a factory usually have a condition in their contract that states they will get support if picked for their country's Motocross and Trophee team. I know that Chuck Sun has this as a stipulation in his contract with Honda. If more riders here would bring this into their negotiations (if they care) it would lessen some of the problems.

Gerrit and Bill discussed some ways to make it easier for more riders to compete in the States and specifically the Trans-Am USA. I'll tell you about these another time. Gerrit did bring up some thoughts about changes he would like to see in racing in general, especially in Europe. He believes the new weight restrictions are overboard but feels there is little chance of their being changed now. One of the major problems in motocross is the starting procedures and the lack of uniformity from country to country. He feels there should be a universal procedure to eliminate any controversy. He sited, as an example, a GP in France this year in which the starter began the race a full 30 seconds early and the French rider knew it was going to happen. With a universal procedure, politics wouldn't or shouldn't have any play in the mechanics of starting any race.

Gerrit also feels that there should be an age limit on the participants in the 125cc class because it isn't as popular an event as the 250 or 500cc events, yet. But with this change, it would allow more riders to get experience and move up. It's a controversial idea but one that bears some consideration. If controversy was money, neither the AMA nor the FIM would have any problems. □

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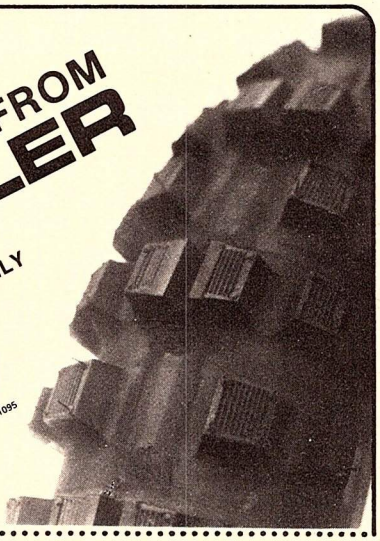

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Jody's Box

By Jody Weisel

☐ I can be found every Saturday morning at Saddleback. I'm not alone, as about 200 other fanatics are there to race the *famous* 45-minute motos known as *Saddleback Saturday.*

Since most motocrossers are reared on banzai, five-lap sprints and ten-minute motos, Saddleback Saturday is a startling eye opener. First timers at Saddleback always ask how many laps their moto will be, and then, when you tell them 20 laps, they ask, again, how many laps the *first* moto is, not *both* motos.

"That *is* one moto," is the reply, and the newcomer looks on in disbelief.

But, the gruelling nature of going 45 minutes isn't what prompted me to start on this. What did prompt me was the fact that, after 45 minutes of racing, I came in last this week. Not second to last, or near the back, or even way back. But, *last!*

I have excuses: I crashed; the jetting was wrong; bad start; missed gears; Crazy Dave ran into me; or, the sun was in my eyes. But nothing covers up the ego-deflating fact that I played caboose to a 30-man train.

Motocross is a personal identity hype. It is more a mixture of self image, ego and psychology than gas, oil and dirt. A sport of individuals breeds individual stars. The team sports don't give you the chance to make youself *somebody* in an instant. Even the slowest motocrosser on the track wicks it on when he comes by the pits. Everybody gets to be a star, if only for the millisecond that they hold a wheelie, or that fleeting moment of a lightning fast cross-up. Everybody on the track defies gravity, risks the fates, and feeds his star-struck ego.

The major shortcoming of motocross is that only one guy out of forty starters is a winner. Even though there are 39 losers, second place has a degree of satisfaction because he almost won; third place is respectable, sixth is hangin' in there, ninth is in the top ten. . .Everyone in the race receives a little ego boost, but you know you're really nobody when you finish so far back that they start the next moto before you get the white flag!

Okay, I'm overdramatizing my defeat, but it's tough to go from big-wig, zoot capri, media-backed, big-bucks motocross star to the *loser of the pack*. Could this be the start of the long, downward slide? When an alcoholic takes his first drink, it is a disaster. When a glass blower develops a hacking cough, his career is through. When the arm gets sore, the pitcher is pulled from the ball game, and, when a motocrosser looks back over his shoulder at the checkered flag and doesn't see a sole in sight, the writing's on the wall.

You know you're really nobody when you go to sign up and the girl misspells your name. You correct her and she misspells your name again. No big deal, but then she misspells the brand of bike you're riding, and it's a Honda.

You know you're really nobody when the guy who comes through the pits placing flyers advertising new shops and big races under the windshield wipers of all the vans doesn't put one on your car. Instead, he breaks off your radio antenna.

You know you're really nobody when, in your anxiety to get a good start, you jump the gate and false start by 100 yards, and nobody protests or complains.

You know you're really nobody when you get involved in a big, hairy, nasty crash, breaking several major bones, and, when the ambulance attendants pick you up, they politely ask you to sit up front, because they just changed the sheets in the back.

You know you're really nobody when the promoter comes up to you on the starting line, hands you a yellow flag, then, asks you to wave this as soon as you crash.

You know you're really nobody when your chain breaks on the fastest straight on the track, and you're able to stop and put it back on before it leaves the rear sprocket.

You know you're really nobody when you put your old bike up for sale and ten guys clamor to buy it from you 'cause they think it has never been used, even though you raced it every week for six months!

Maybe I just had an off day. I've been beaten before, and it's no major blot on my life. If I didn't want to get smoked, I should have gone faster, and since I didn't want to go faster, I guess I got what I deserved.

Next week is another race. If I don't win that one, there is a race the following week.

You know something? You're never really a nobody until you think you are. ☐

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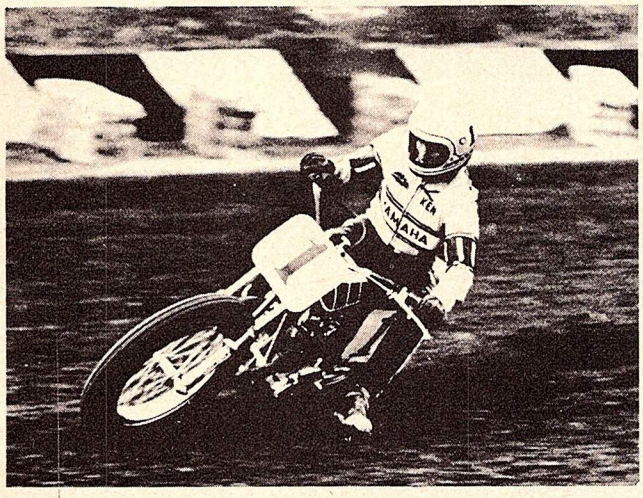

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Dirt

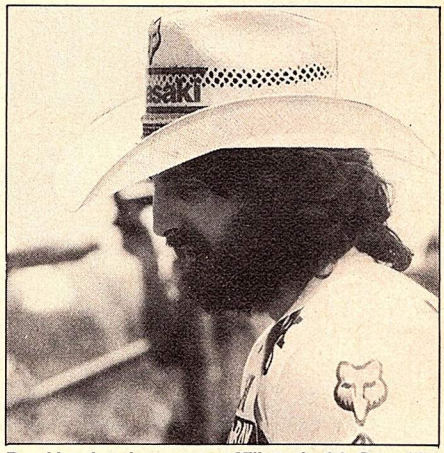
AMA restricting competition

NEW YORK—A Federal Appeals Court in New York says it has found substantial evidence that the American Medical Association illegally used its ethical standards as a way of restricting competition among doctors. The court said Tuesday that the AMA conspired with several Connecticut medical associations to restrain individual doctors from advertising their services, a violation of the Federal Trade Commission Act.

Think of all the possible things that AMA could stand for.

Dick Miller dressed in Dainese leathers, Bell Tour Star and road racing boots screams the fabled Honda NR500 four-stroke road racer down a Japanese test track. Looking for Mr. Goodberm?

□ □ □



Brad Lackey becomes affiliated with Suzuki.

BRAD LACKEY GOES BACK TO EUROPE

Brad Lackey will most likely return to the 500 GP circuit for at least another year, and possibly two. Lackey is rumored to have signed a Grand Prix contract with Suzuki. Kawasaki, Lackey's previous employer, released Brad at the end of the year from any options that may have remained in his Kawasaki agreement.

The Suzuki team for 1981 in Europe will be Jean-Jacques Bruno of France and Brad Lackey in the 500 class; World Champion Georges Jobe in the 250 class, and Harry Everts in the 125 class. Former World Champion Akira Watanabe could return to action in the 125 class, also.

□ □ □

ALUMINUM TANKS TO RETURN?

Word has it that Suzuki will be releasing the new RM250s and RM465s with aluminum gas tanks similar to those used on the works bikes. The water-cooled 125 will still have plastic. Although aluminum dents and the paint wears off, it definitely gets that works-like vote of confidence from the moto fans across the country.

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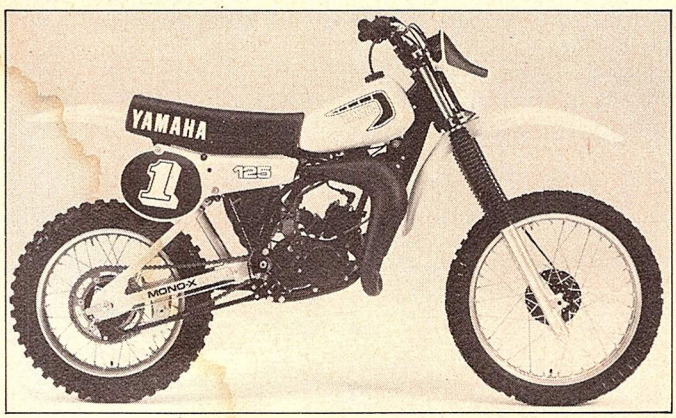
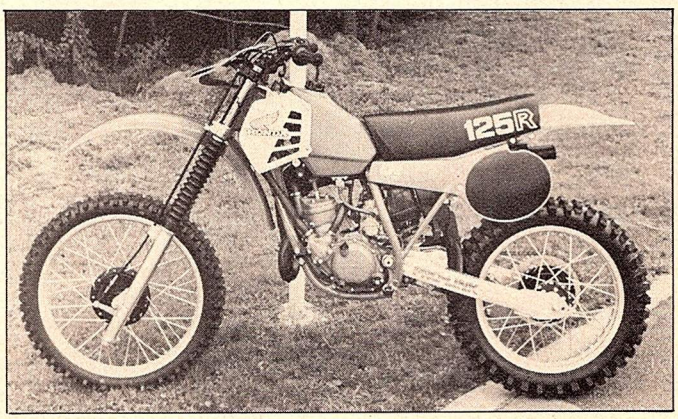


Looking very clean, the new YZ125H hides its radiator behind a cowling shaped number plate.



Honda's new Pro-Link CR125R water-pumper will be the subject of much scrutinizing in the coming months. Wait for the MXA test!

MORE PRO-LINK NEWS

With the trick new Honda production, Pro-Links, just around the corner, a quick peek in the pits at a recent race revealed that two of the factory Hondas were using a special Ohlins single shock; two had Fox Factory single shocks; and only one bike had the stock Showa unit.

Kawasaki has held the ranks a little better, but with terrible luck. Shock failures have plagued them all year, but only super privateer David Bailey is using the trick aluminum Fox Uni shock.

□ □ □

Johnny O becomes a full-fledged factory shoe.

JOHNNY O GETS REWARDED

Johnny O'Mara, winner of the 125cc USGP, finished up 1980 by signing a contract to ride for the Honda factory in 1981. O'Mara, who began 1980 as an unknown, raced his Mugen ME125 to 12th overall in the 125 class despite having missed several races due to an auto accident. It's no secret that Honda has tried to hire every big name racer in America. Kent Howerton, Broc Glover, Jeff Ward, Danny LaPorte and Mark Barnett have all talked to the red, white and blue team. None have signed, yet. Bob Hannah was the first rider that Honda approached, and they didn't flinch when he asked for one million dollars over several years. Bob hasn't signed yet, either.

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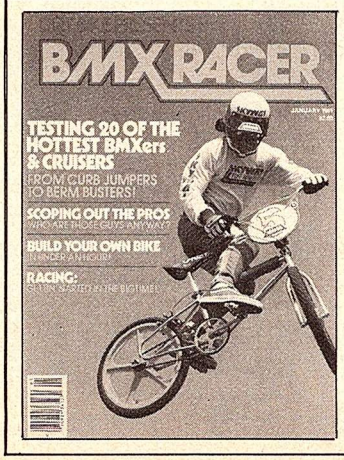
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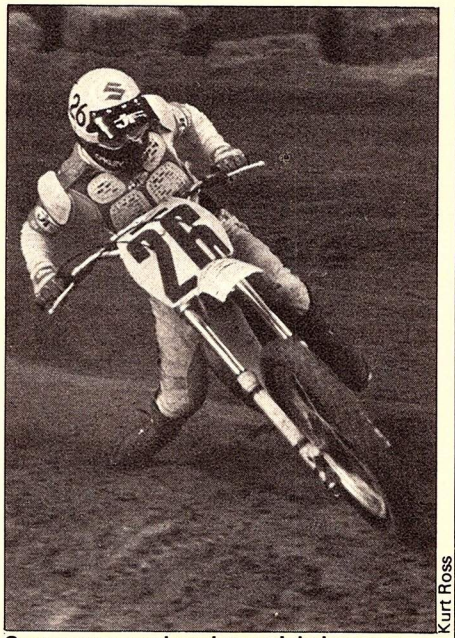

Kurt Ross

Supercross number plates might become mandatory.

SUPERCROSS NUMBERS

The AMA experiment with the extra large number plates and digits has been successful in the stadiums. It is possible that the first Stadium race of 1981 (Anaheim Stadium, January 31) will see every bike on the track using the large numbers. The one object of the giant numerals is to make the fans in the fiftieth row know who's who. Although the number plates take some getting used to, both JT and Fox have started to sell them for local and National racers, also.

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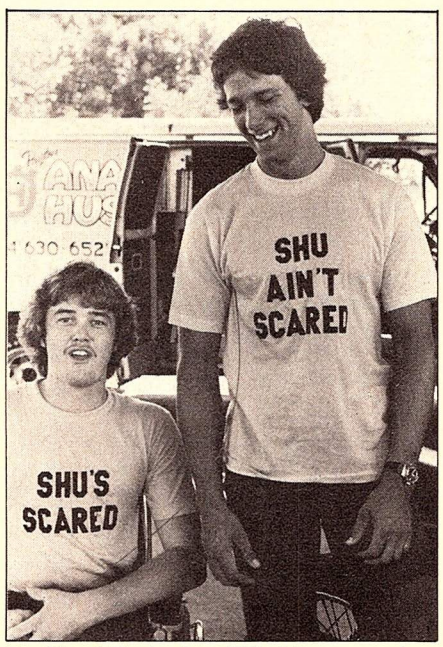
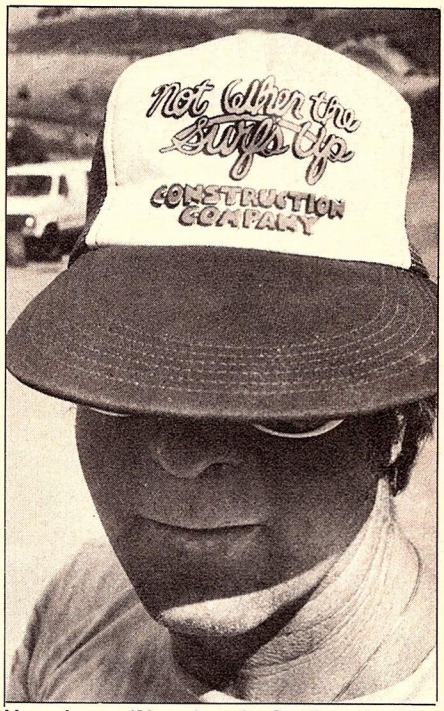


Pro Circuit Racing head Mitch Payton and Team Suzuki's Darrell Shultz psyche each other out.



How about a 'Not when the Surf's up' racing team.

□ □ □

Believe it or else! BMW will release a 798cc, single shock, shaft drive dirt bike in 1981.

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The winning 175 is back, with some important revisions. The forks are air-adjustable; the Uni-Trak has been improved with revised rates; and the already potent engine gets a healthy 12½ percent boost in power.

The KDX250 is back, too. Named one of the Ten Best Bikes of 1980 by *Cycle World Magazine*, this winning 250 is even better for 1981, with an all-new Uni-Trak suspension.

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Last year, we rewrote the book—and let the KDX175's performance provide the footnotes. This year, Kawasaki's dirty story gets even better, with an improved 175. And gets bigger, with the brand-new Uni-Trak 250 and 420.

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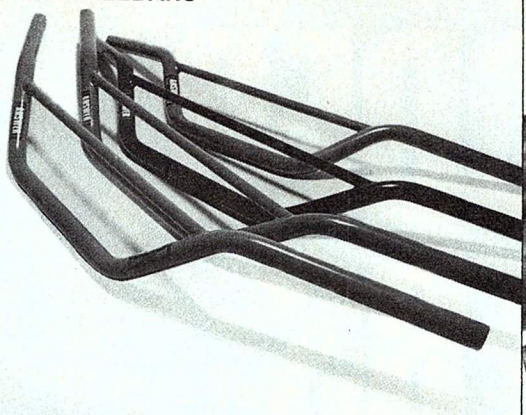

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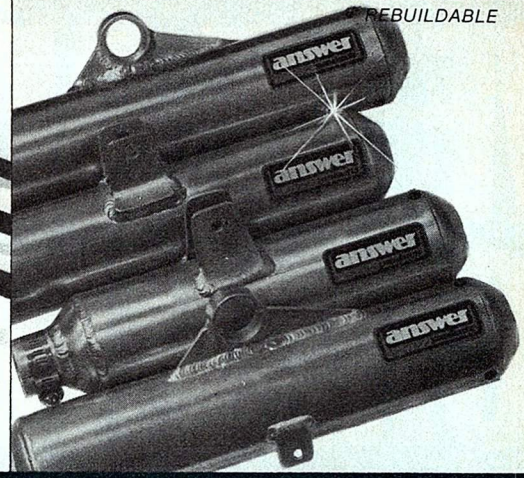

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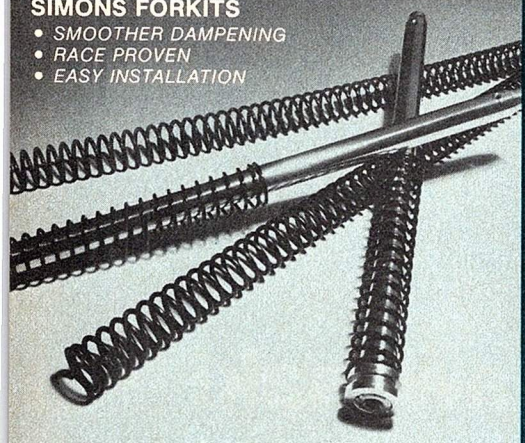

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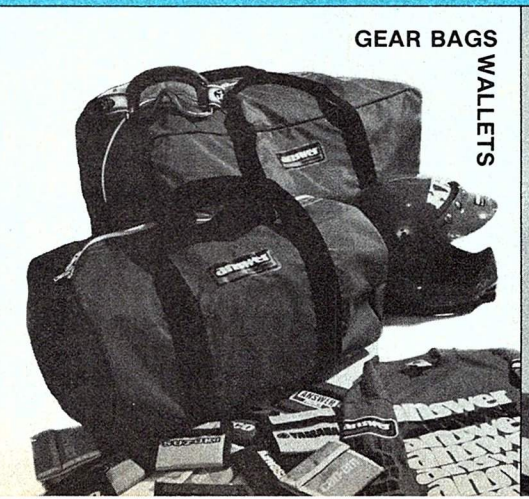

APPAREL

Mail Entries

LETTER OF THE MONTH

Dear MXA,

Please print this letter in your magazine. It may save somebody from a hangover or a runover.

Earlier, I'd watched an adjacent spectator writhe around on the ground with drunken abandon, much to the delight of the back corner hill crowd. "That's foolish," I thought. But what I did near the end of the 1980 Unadilla Grand Prix made the former human sponge turned lizard-like person seem uncorrupted. At least he was on the right side of the fence.

For the first time in the history of my Unadilla excursions, which includes all the Grand Prixs and at least five Trans-AMA's, I jumped the fence to try to wind up a piece of the Honda, Bel-Ray course marker (at the time, I think I thought the race was over). Anyway, things didn't go as I had planned (I didn't plan for everybody else to be out there too) so I retreated back across the track. It was still void of riders.

As my luck thus far for the weekend would have it, the colorful white, red, and blue banner followed me back across the course. It was tangled around my foot! The angle of the track caused it to raise about tie-high across the race course. (Fortunately, I was able to release it before the riders came around again.)

This performance did not amuse the crowd on the hill. Especially the guy who kicked me in the ass. Thanks butch, but I wish you'd booted me before I went over the fence. A special appreciation goes out to the friend who saved me from becoming a no-deposit, no-return, beer bottle container, compliments of the same fellow with the big feet.

A special hello also, to the two blondes who added to the scenery around the track. Sorry girls, that I acted so "Foolish." You can be sure however, that it won't ever happen again.

Hopefully, all you tippler MX fans who want or need track markers will go out to the Chicken Licks Raceway to get them. I hear you don't have to be drunk to be foolish out there.

Name withheld
for obvious
reasons.

YEA!! MARTY!!

Dear MXA,

How about a round of applause for Marty Moates? I think it's fantastic that an American finally won the U.S.G.P. What's even more fantastic is that he won on a bike that anyone of us could park in our garage. I saw Marty in Atlanta before the Supercross and wondered who he was. Now I know!

Joey Tanner
Sumter, South Carolina

IS CANDY DANDY?

Dear MXA,

Hey, Janet, since you're dating Steve, and Candy isn't, whaddaya say you set me up with Candy?! Please!!! If you don't print this in Mail Entries, I'll know it's because you're jealous.

Gib Green
Walnut Creek, California

(MXA reserves the right to screen all potential candidates that care to write weird letters like this. Besides, she's our sister, ya know!)

"DIRTY" MOVIES

Dear MXA,

We are interested in locating some films, not to exceed 20 minutes in length, that are suitable for 7th and 8th-grade students.

Please let us know if you have any films available or if you can direct us to any other source.

Thank you for your help.

Sincerely,
Deer Valley Junior High School
Phoenix, Arizona

(Try U.S. Suzuki, 13767 Freeway Drive, Santa Fe Springs, California 90670 or any of the other major manufacturers.

Just what kind of "Dirty" movies would be suitable for 7th and 8th-graders?)

WHO IS THAT?

Dear MXA,

I'm writing you concerning the October (1980) issue of MXA. The rider on the cover is a friend of mine and lives up the road from me. I was wondering why there was no information on him in the book. Usually, there is a paragraph or two inside telling who is on the cover. I was a little upset when I found out that there was no information about him, because where I live, it is unusual to see someone you know on the cover of a magazine that is published all over the United States. Besides, my friends don't believe that I know him.

Scott Hermance
Hudson, New York

(You never did say who you thought it was Scott! The photo is a shot of Richard Coon of Team Honda on a Southwick, Mass. berm. It was taken by none other than famed photographer N.R. Rowan.

To Richard, N.R., Scott, Southwick and all the fine folks around that part of the country, we apologize for the error. The cover blurb disappeared somewhere between our Encino offices and our printer in Kentucky.)

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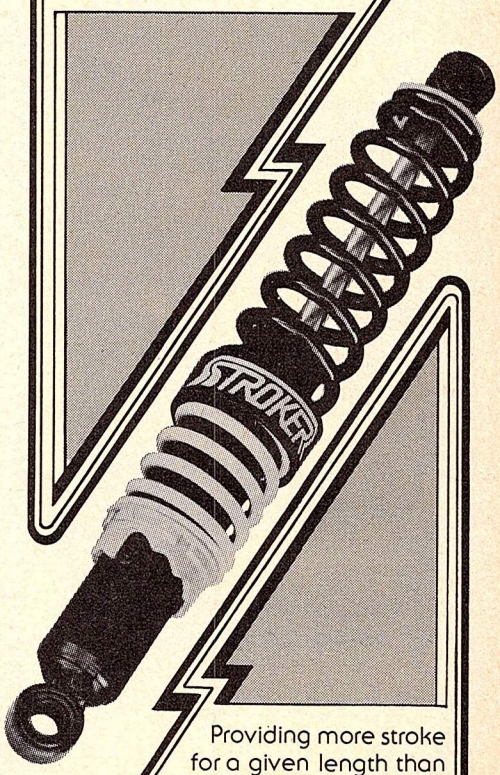

Providing more stroke for a given length than comparable shock absorbers, the **STROKER** boasts a heat treated, chrome plated ½" main shaft and double welded shock eyes for maximum strenght.

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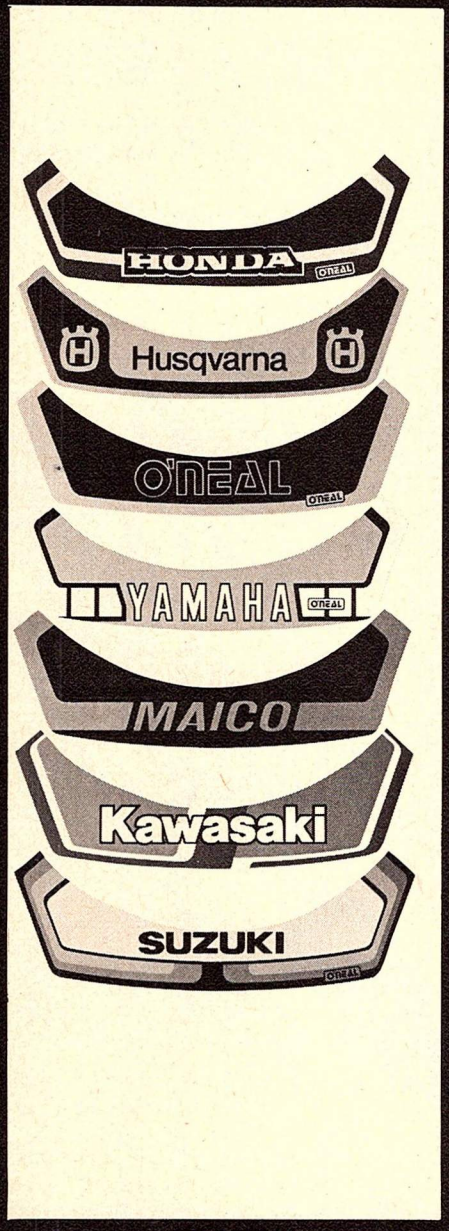
Tricks From The Trade

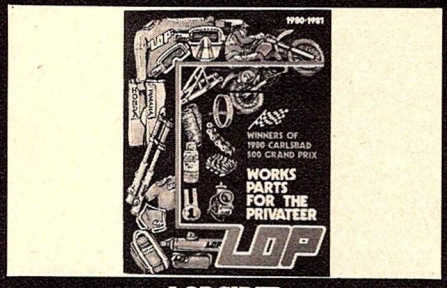


"TOO HIP"

Helmet decals aren't what they used to be. These days, everyone from Joe Spudsnik to Billy Whipemfaster is sporting sanoed out helmet decals. If you've got Suzuki stamped on your leathers, Kawasaki tattoed on your jersey and Yamaha scrawled on your helmet, then you probably ride a Zundapp!! You might as well go for a Honda decal visor to compliment your well chosen wardrobe. After all, there could be more than just one factory that's interested in picking up your contract. O'Neal Racing offers a choice of 'Too Hip' vinyl visor decals in all the popular brands. See your local dealer carrying O'Neal products or you can send $1.50 a pop plus 15 cents postage to O'Neal Distributing, Dept. MXA, 9555 Owensmouth, Chatsworth, California 91311.

MR. KREEM JEANS

'And what did you do today, Mr. Kreem Jeans?' "Well, Mr Cupcake, my gas tank cracked and started pouring gas onto my hot exhaust, which immediately set fire to my pants. Outside of that, nothing much." We should all learn from Mr. Kreem Jeans' mistake. Don't do anything half-way. If Mr. Kreem Jeans had used the new gas tank sealant known as Kreem, he might not have had to take the hot seat and get grilled for the answer. Kreem is a fill and rotate sealer. Its special solvent evaporates quickly for fast set-up time and less settling. It's also opaque instead of clear, so you can see just what it's sealing up. You can look for Kreem at your local dealers, or write Kreem Corp., C/O Mr. Kreem Jeans, 4825 Calle Alto, Camarillo, California 93010.



LOP SIDED

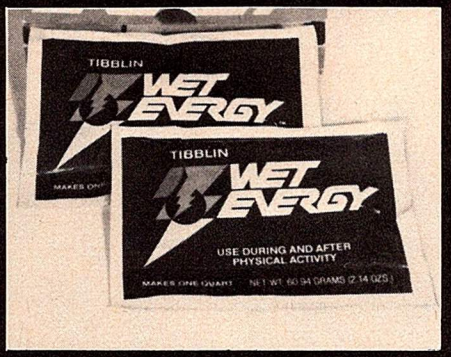
If you remember our catalog review some time back, you might remember that we mentioned something about how maybe a chimpanzee in heat had designed and layed out LOP's last catalog. We're not sure, but we think they took that last remark personally. Their new catalog sure dispels our previous notions. Yep, LOP's new catalog is not the work of some chimp in heat. Maybe a lusty rhinoceros, but chimp, no way!! LOP's new catalog showcases everything the mighty LOP team uses, from trick aluminum swingarms, works porting, silencers, porky heads, "works" parts, Simons forks, plastic goodies, filters and oils, to their own brand of clothing and accessories. To check out their latest "heated" efforts, write Chimps, 2010 Washington, Waukegan, Illinois 60085.

BUCKING MACHINES

The latest craze out here in Hollyweird is those bucking bronc machines that John Travolta popularized in *Urban Cowboy*. When Team Yamaha's Mike Bell and Team Suzuki's Marty Smith get together and they're not checking out their own motorized version of those bucking broncos, they're assured they'll fit right in with the *Urban Cowboy* crowd in their new western-style Bell Jackets. The jackets are 100% nylon with polyester fill and come in colorful Bell red and black. The jackets sell for $61.95 each, and they come in small, medium, large and gorilla at your local dealer stocking Bell helmets. Next thing you know they'll start making Bell Cowboy "crash" helmets for all those Urban Cowboys busting their you-know-whats on those beasts. By the way, that fellow between Marty and Mike is Speedway specialist Allan Christian.

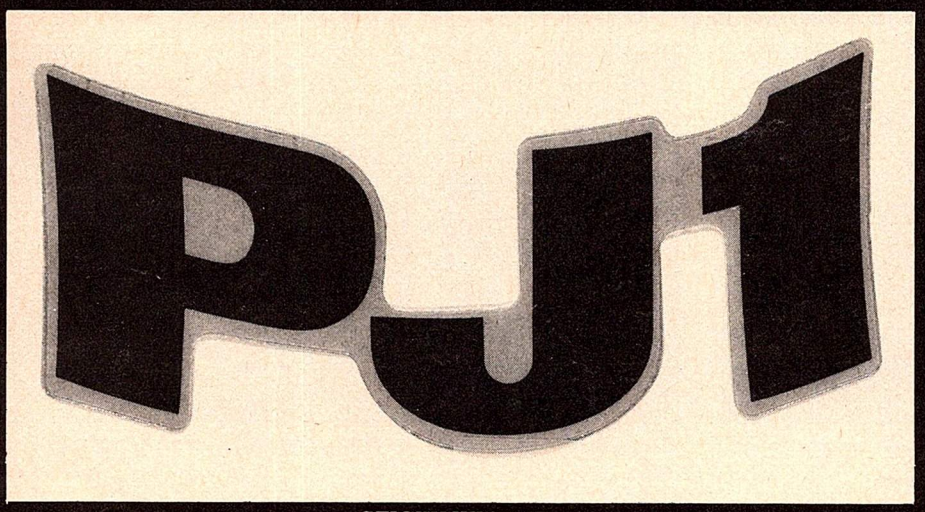
CH AND THE BEAR

It was only a matter of time before some PR guy at one of the majors came up with the idea of having a stuffed animal to represent us motocrossers. Credit Chip Hennan, the head PR guy at U.S. Suzuki, for coming up with this new stocking stuffer. Wives, girlfriends, kids and pansy-waisted motocrossers everywhere should love it. "Moto" is his/her name. (Chip, how about calling it "Stuffy" or "WFO" or even "Whip-it?") Well, maybe "Moto" isn't that bad, after all. Mr., Ms., Mrs.?? "Moto" should be available at Suzuki dealers everywhere and could be just the thing to appease that heart-throb you've been bringing out to the races. She'll think you're so cute! You could always send your sister down to pick it up for you, ya know? Just tell her to tell them Chipper sent her.



WET ENERGY DREAMS

You know about those kinds of dreams. Well, now there is welcome relief in sight. "Wet Energy" is the Tibblin tonic especially designed to replace the fluids lost through the vigorous strains of motoxing about. Even if you're not doing anything more strenuous than dreaming about it. Old Rolf has made a few changes to "Wet Energy" for 1980, such as replacing the sucrose sugar with fructose (a natural sweetener found in honey, vegetables and fruit). Also, they're now using a new formula that eliminates all artificial flavors, preservatives and such, and it comes in a new lemonade flavor. Wet Energy sells for $.95 a packet, which will make one quart. For more information, see your local dealer or write: Trac-Pro, Dept. MXA, P.O. Box 937, Escondido, California 92025.



STICKY WICK-IT

Wasn't he the famous slugger for the Boston Red Sox in the late sixties? Naw, maybe he's the guy next to you on the starting line complaining about how his throttle stuck in the first moto and how he took out half the field in the first turn. Wrong, again. A sticky wick-it is what you'd have if you had the glue they use on these PJ-1 decals stuck to your gloves. It's sticky and you'd have to wick it! PJ-1's durable vinyl decals will adhere to just about anything and are die cut to fit the curvature of the earth and your helmet, and, when placed upside down, they read 1rd. Isn't life fascinating? Available in either yellow or black (corporate colors for you corporates out there), they can be purchased directly from PJ-1 for a Paul-tree $1.25 each. Just send the dough and they'll even pay the postman to deliver them to your door. Write: PJ-1, Dept. MXA, 5995 De Soto Ave., Woodland Hills, California 91367.

HARD TRACK TO HOE

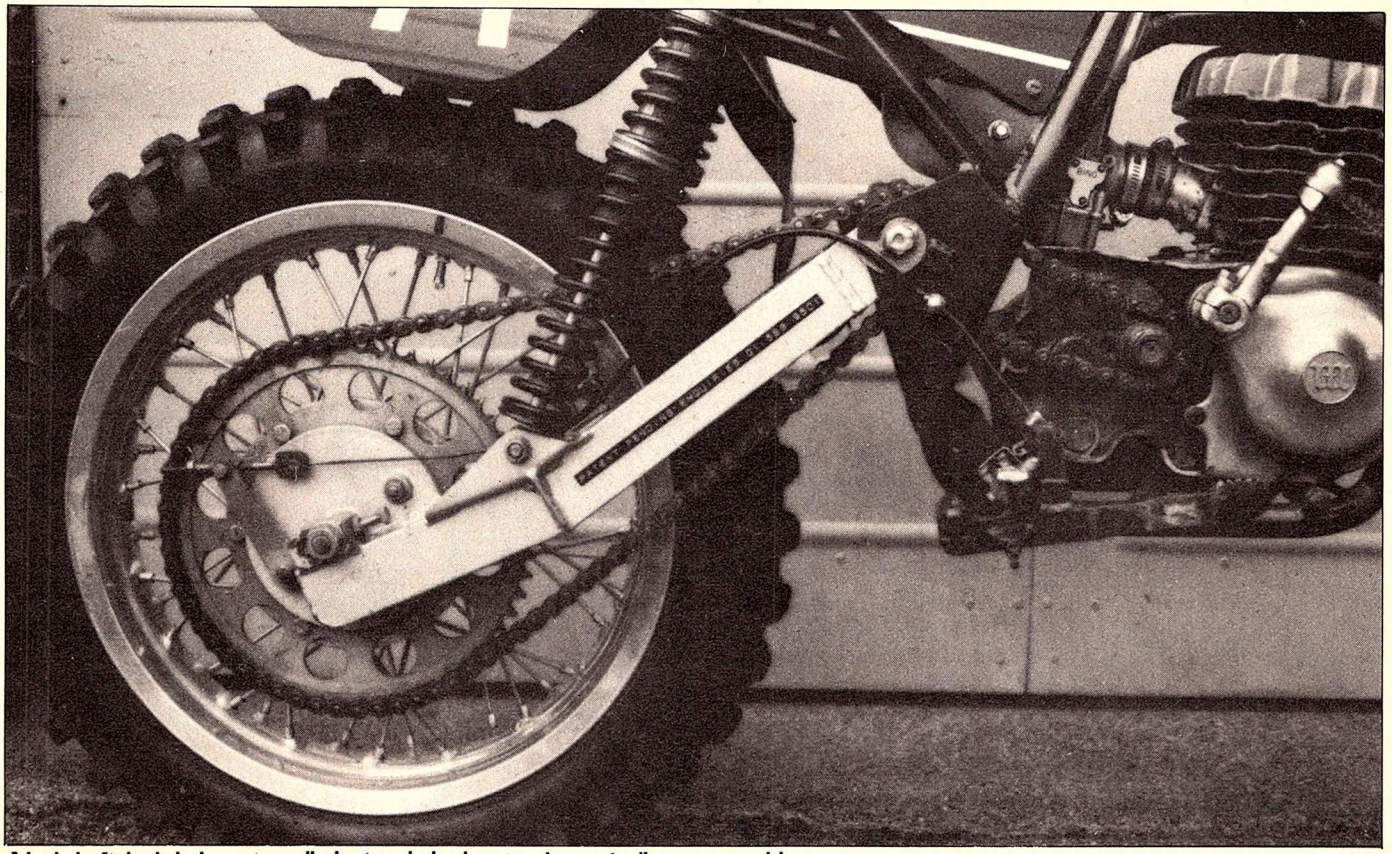
If you've had occasion to race on the slippery asphalt-like adobe that permeates Southern California landscapes graciously called motorcycle parks, you know that tires play a major role in handling out here. After the sun has baked the track into a concrete-like knobby freeway with tell-tale black tire marks between the turns, tires make *all* the difference. The Japanese tire companies have been at a distinct disadvantage for some time now when it came to hard track tire technology. They've now set out to do something about that. Bridgestone Tire has released a series of tires especially designed for hard track usage. Designated the M-19 front and the M-18 rear, these tires reflect a real concern about developing a top-notch tire to challenge the acknowledged European supremacy. Bridgestone is also coming out with an all terrain version (the M-17 front and M-20 rear) knob that should prove to be very interesting as well. For more information on these tires and their complete line up of off-road tires contact Bridgestone Tire Co., Dept. MXA, 2160 West 190th St., Torrance, California 90509, (213) 320-6030.

INVENTION

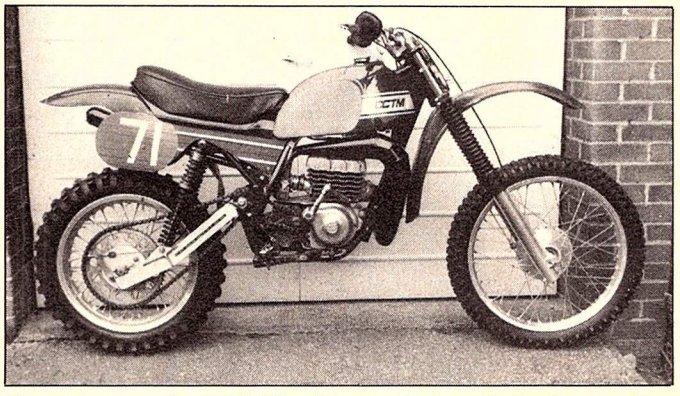
NEW BRITISH SUSPENSION

What's the angle

By Jody Weisel



A jackshaft dual chain system eliminates chain slap, tension and adjustment problems.



There is more to the CCTM than just a radically angled swingarm. The CCTM started life as a Rickman Montesa.

Stripped of its accessories, the frame shows the carefully crafted design.

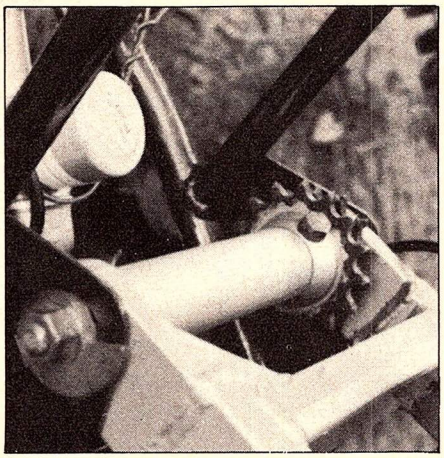
☐ The new wave of Uni, Pro-Link, Floater and Mono rear-suspension systems have the average motocrosser shaking his head wondering what's next. The more skeptical believe that motocross suspension technology has reached its zenith. Often, they will be heard saying, "They can't do anything else!"

It isn't true. Ron Ditchfield, a privateer British racer and inventor, has come up with a relatively new idea that is at odds with modern frame geometry. Ditchfield's suspension system is called the CCTM—Constant Chain Tension Motorcycle.

The basis of the system is moving the swingarm pivot several inches higher than normal. The high swingarm pivot provides several theoretical advantages to the handling and application of suspension geometry. The CCTM achieves its chain-saving functions by the use of a jackshaft similar to the ones used by Gaylon Mosier's Wheelsmith Maico in 1976 and Pierre Karsmakers works Honda. The rear wheel is connected to a sprocket mounted on the swingarm pivot. A tandem sprocket adjacent to the other sprocket guides a shorter chain to the transmission-output sprocket. The result of the dual-chain/four-sprocket system is that the chains never go slack because the distance between the two points always remains constant.

The jackshaft system is not new to motocross, but Ditchfield's location of the swingarm pivot is.

Ditchfield's CCTM swingarm moves up



Dual sprockets and eccentric cam adjusters mount to the swingarm pivot bolt.

and back when it strikes a bump. A standard swingarm moves up and forward. Thus, when a standard machine hits a bump, the direction of travel fights the flow of suspension. Trying to translate a force struck at an oblique angle into pure vertical motion magnifies the effect of the force. Ditchfield's suspension moves up and back. As the whoop is hit, the rear wheel on the CCTM gives ground (lessening the force) and moves up and away. Comparatively, the front forks accept the blow by absorbing the force with an up and back motion. Ditchfield believes that the rear suspension should do the same thing. By mounting the swingarm pivot higher than normal, the point of full extention isn't achieved until full travel.

Because of the relatively high pivot point of the swingarm, the wheelbase on the CCTM gets longer as it travels through rough bumps. The wheelbase of a standard motorcycle is at its longest when the swingarm pivot is in a horizontal plane with the rear axle. On the CCTM, the wheelbase is at its longest at full compression of the shocks. Longer wheelbases are more stable, so it's only natural to want that stability when the going gets the roughest.

The CCTM is almost 2 inches longer when it hits a bump than when the shocks are extended. It has a short wheelbase for cornering and a long one for rugged terrain.

The Ditchfield suspension idea also achieves: increased rigidity due to the shorter, more stout swingarm; no drive chain reaction to load the shocks; no squat when accelerating hard; no effect on the power delivery from the chain.

Ron Ditchfield's Rickman Montesa has been handbuilt to serve as a test bed for his unique ideas on the geometric workings of rear-suspension systems.

And if you think that everything that could be done has been done, remember that Ditchfield's theoretical concepts work, whether you are talking about two shocks, Uni-Traks, Pro-Links or Monos! □

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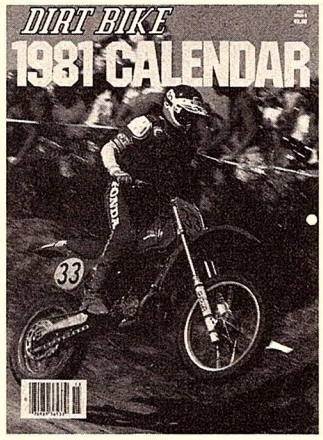

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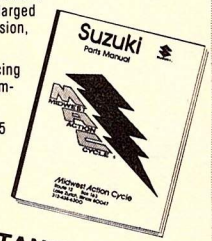

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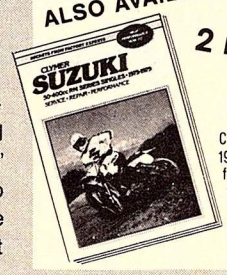

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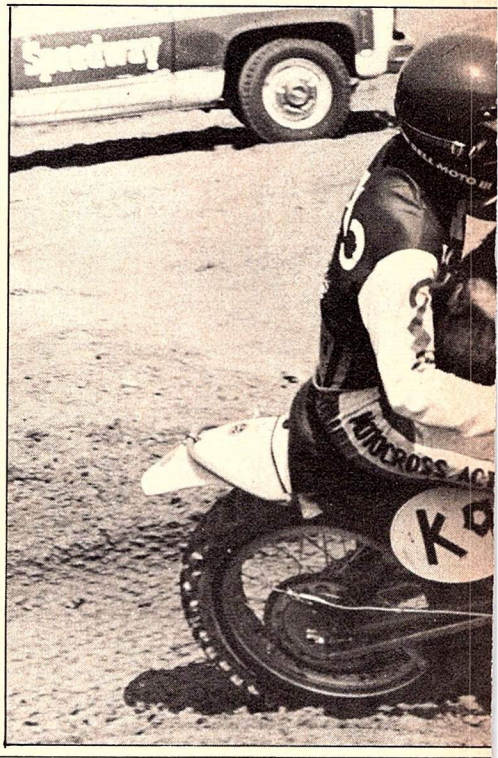
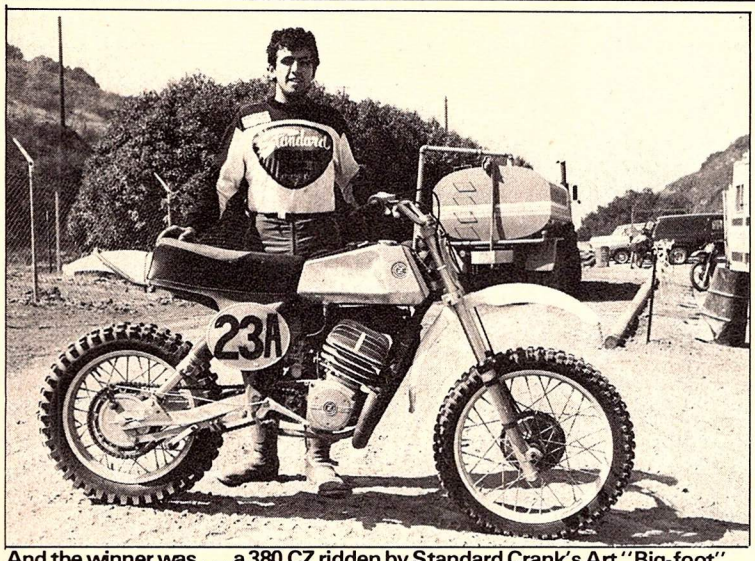
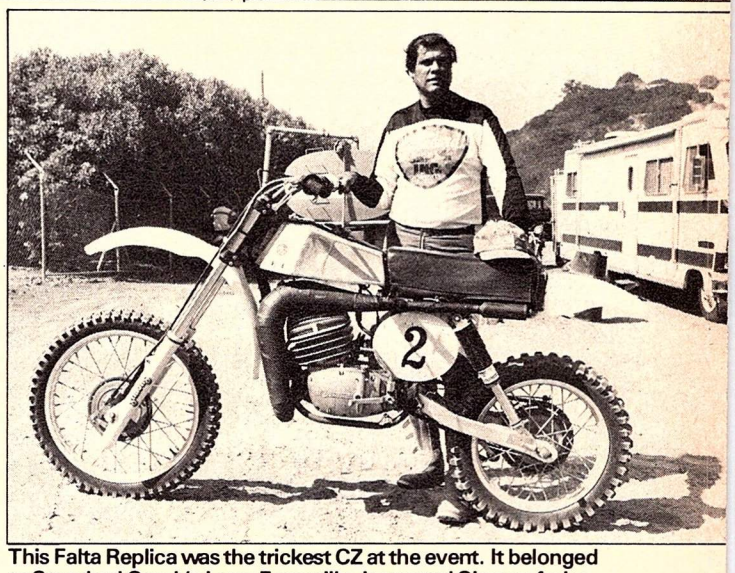
CZ WORLD CH

"I've been dying to race it since 1970!" exclaimed CZ pilot Joe Lorenzen. Joe had his chance at the CZ World Championships. His 1970 250 was the cleanest and oldest CZ at the race.





And the winner was . . . a 380 CZ ridden by Standard Crank's Art "Big-foot" McClain. Art used his big feet to stomp the CZ tranny and the competiton into the ground.



This Falta Replica was the trickest CZ at the event. It belonged to Standard Crank's Larry Escamilla. It sported Simons forks, Fox air shocks, aluminum swingarm and a trick "coffin" tank.

Remembering 1972

By Dennis Cox

☐ Let's say you had just arrived from Diddlebump, Iowa, to legendary Saddleback park, America's favorite moto playground. Your buddies had told you that all the factory guys hang out there, and that the factories bring their latest techno-think *wunder* bikes out for testing on its rolling adobe hillsides.

You roll into the pits thinking about the flashy factory stars with their trick machinery that you'll be able to tell your buddies about when you get back home. But what do you find? A bunch of agricultural looking machines with shiny chrome tanks, moved up shocks and the letters "CZ" stamped, emblazoned and plastered all over them.

Sheesh! These are the trick Southern California bikes your buddies were talking about! No wonder you always see those . . . ."We don't care how the hell they do it in California!" bumper stickers.

What you had stumbled onto was the third First annual CZ World Championships.

Virtually everyone racing today has either heard of or owned one of those Eastern European motocrossers that *used* to represent a serious commitment to motocross. Today, most people would think *you* ought to be committed if you thought of seriously racing a CZ.

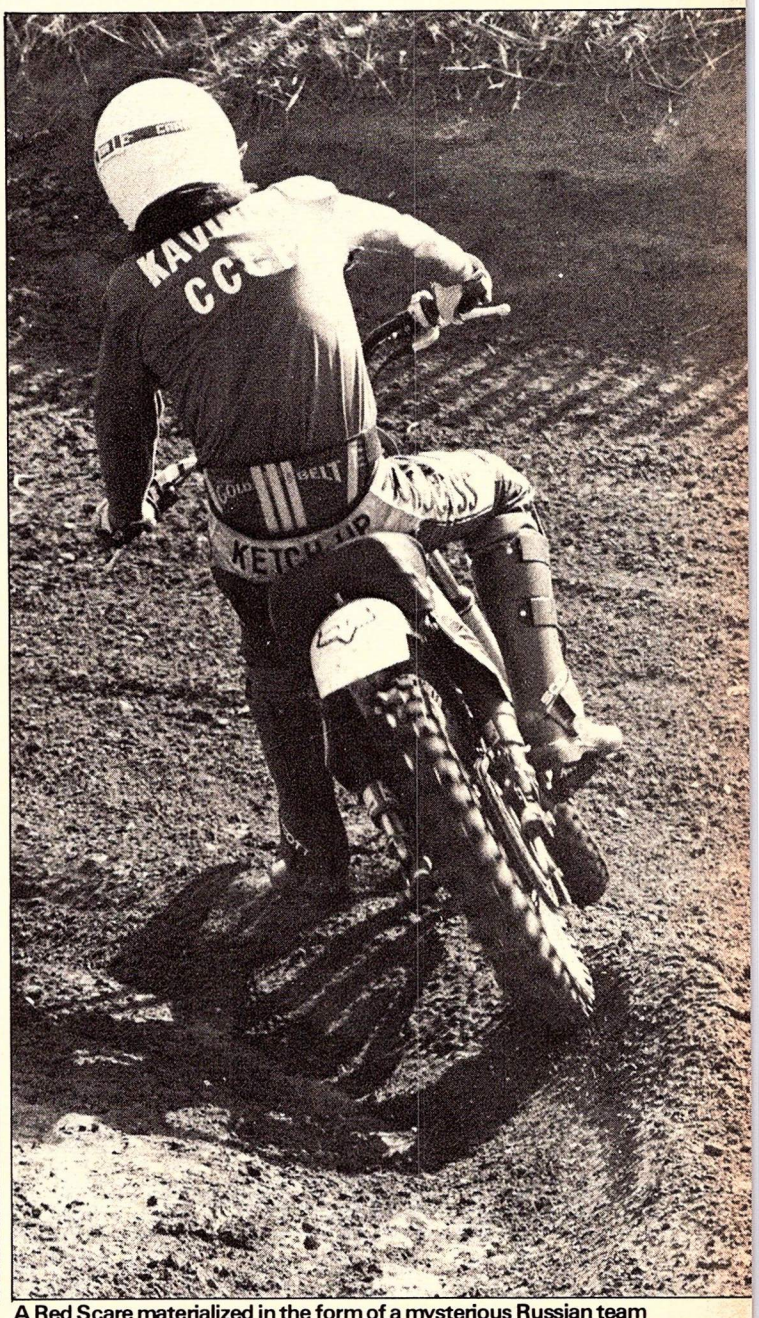
It wasn't always like that, though. Greats like Roger De Coster, Joel Robert and even an American teenager named Brad Lackey got their start on the famous Czechoslo-

EOLOGY

AMPIONSHIPS

The K-9 korps were well represented by CZ whiz Pete Maly and the ever graceful Heikki Mikkola.

Classic DeCoster style, even down to the number one plate. How many 10 year old motocross bikes do you know of that can still hook it around an mx course?



A Red Scare materialized in the form of a mysterious Russian team rider circulating the track. "Ketchup Kavinov" used Russian team tactics to place a creditable 2-DNF.

vakian flyers. There always was a certain mystique surrounding the Iron Curtain marque, not the least of it being the fact that the CZ was a "Commie" bike. Some people even said that they were manufactured by the proletariat workers for the capitalistic hordes to bring about the imperialist dogs' eventual self destruction. Then there was the dastardly deeds of the Russians on the valiant Javoslav Falta back in 1974 for the World Championships. Why, Tony D. almost won the 1975 500 National championships on a CZ as a privateer!

Ceske Zavodny's haven't stolen the spotlight with their dizzying technological advances or rapid growth since they more or less disappeared from the motocross marketplace in 1978. After that, CZ's were quickly retired from active duty as motocross bikes.

CZ DAY AT SADDLEBACK

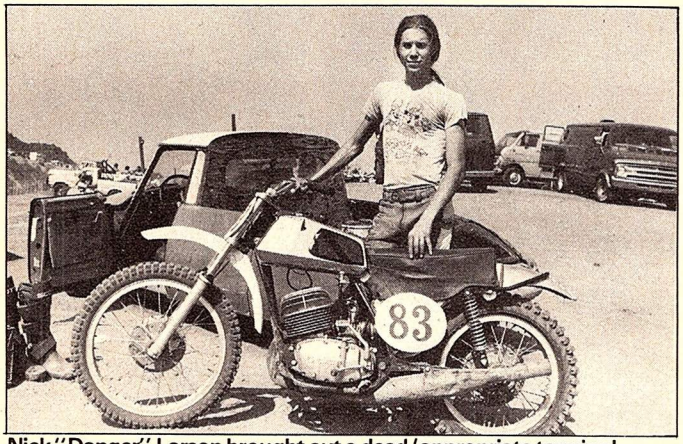
CZ fanatics are a breed all to themselves, showing both a fondness for and a fierce loyalty to the old beasts. Toss a bunch of diehard CZ-ers together and the conversation would surely drift off about how reliable their bikes were, despite the fact that 57 different pieces had fallen off the last time they rode it.

The only thing thought to be competitive with a CZ out on the track these days would probably be another CZ. Therefore, it was only natural for someone to come up with a race exclusively for CZ's.

CZ day at Saddleback was open to all models of CZs, from vintage to late model scoots. CZs only, though; no old, square barrell Maico's allowed.

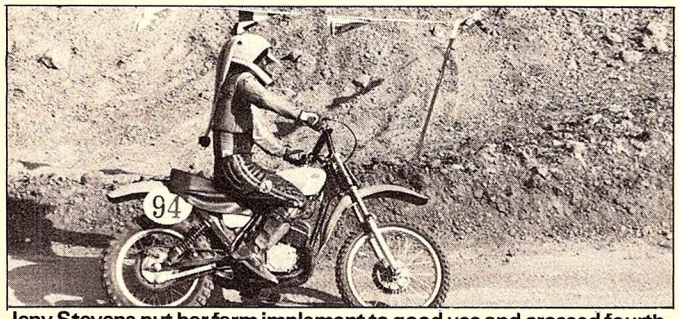
Riders that had long ago foregone any

Shades of '72; the Saddleback pits looked like an agricultural convention of Czech farmers. Where'd all those CZs come from?



Nick "Danger" Larson brought out a dead (appropriate terminology??) stock '73 CZ. He was heard to complain about the 4 inches of travel in the front and the 3 inches in the rear.

Standard Crank's trick CZs bore the sticker 'Reconditioned by Mexicans in the U.S.A.' What would the Czech workers union say?!



Jeny Stevens put her farm implement to good use and crossed fourth in the 250 class.

While Greg Merriot rode the bike, Mike Langness followed close behind to pick up the pieces and bolt them back on. It was the first race for either of them. They said they'd be back for the next CZ championships.

WORLD CHAMPIONSHIPS ☆☆

thoughts of riding their CZs competitively against other bikes now had a chance to get back into the fray, if only to pull the old clunker out of the garage and dice with some other guy on an equally "clunk" bike.

But not all the bikes that showed up for the CZ World Championships were "clunkers." There were some classics like Joe Lorenzen's 1970 250 up-piper, complete with European pudding bowl, helmet and Martini jersey. It had the standard 3-inch travel in the rear and 6 inches in the front.

Larry Escamilla showed up with a pair of CZs that were the maximum of trickness. They had aluminum swingarms, Simons Forks, Fox Airshocks and cut-off CZ coffin tanks. There were few, if any CZs that appeared identical or stock.

AFTER THE SMOKE CLEARED

When the dust had settled after a long afternoon of racing, and the last CZ had either been ridden, pushed, or towed across the finish line, various stories started cropping up. Most went something like: "My pipe fell off," "Oh yeh, well, I got a flat tire!" "That's nothing, my throttle stuck!" "Hey, my forks broke off, so take that!" Everyone had some story to tell either about this or that part falling off, breaking or crashing. But, a wide grin accompanied each new version of the day's racing events.

After the crowds had left their perches on the fences and the riders made their way back to the pits, most of them were thoroughly worn out, exhausted and thrashed. However, they had only one question on their mind. When was the next race for CZs?

Then there was this one 14 year-old flagman that walked by the pits after the race and asked "Hey, mister. What's a CZ?" □

RESULTS:

Open Class

1. Art McClain, CZ ..... (1-1)
2. Bob Berdyck, CZ ..... (3-2)
3. Jerry Branar, CZ ..... (4-3)

250 Class

1. Robert Dykmans, CZ..... (1-1)
2. Phillip Hall, CZ ..... (3-3)
3. Steven Vin Cerek, CZ ..... (2-4)

Trickest Bike Trophy
Larry Escamilla

Tough Luck Trophy
Pete Maly

HOT STUFF
HOT STUFF
HOT STUFF

CHUCK SUN
1980 500cc National Champion

HOT STUFF has style. In terms of MX gear, it better have top notch quality and protection too. Having raced all over the world, I've come home to JT 'cause, head to toe, they've got it over all the others around. It's a big advantage for me to be able to concentrate on riding and not worry about gear. With JT, it's HOT. The gear fits good, works good, and looks good. After all, when the Sun's HOT, he's gotta shine!

Chuck Sun

JT Racing USA®

JT SUPERCROSS JERSEYS

JT's 100% cool, cotton jerseys will give you the "works" when it comes to comfort. They are the choice of virtually every works rider on the motocross circuit. They are completely machine washable and come in sizes: S, M, L, XL. . . . $17.95

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JT Works Honda

16-259
JT Team Suzuki

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JT Team Honda

JT FREEFORM II UnLEATHERS™

JT's pant for the 80's is made of tough "Satinyl" cloth for improved strength, flexibility, and comfort. Combined with the "sleek streak" spandex insets, the FREEFORM II pants are regarded as the most comfortable, serviceable, and attractive pant on the market. Top quality protection is afforded the rider with removable hip pads, hinged knee-shin guards, leather inner-knee area, and heavy duty buckles and zippers. Sewn on JT and team logos make FREEFORM II pant HOT STUFF.
Sizes: 28, 30, 32, 36, 38. . . . . $99.00.

JT CUSTOM LETTERING

Jersey/Bib Lettering
70-820 3" letters. $1.25/letter
(9 letter limit)
70 821 11" numbers. . . $2.50/number

JT Pant Lettering

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JT Rear Logo
$5.00

70-272
Name on Rear
$2.50/letter

70-279
Name on Front
$2.50/letter
(4 letter limit)

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JT Side Patch
$2.00 each

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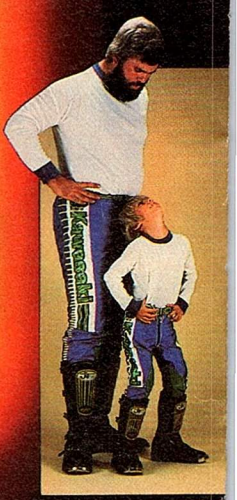
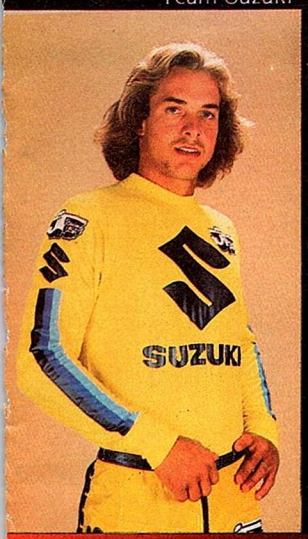
JT Leg Logo
$4.00 each



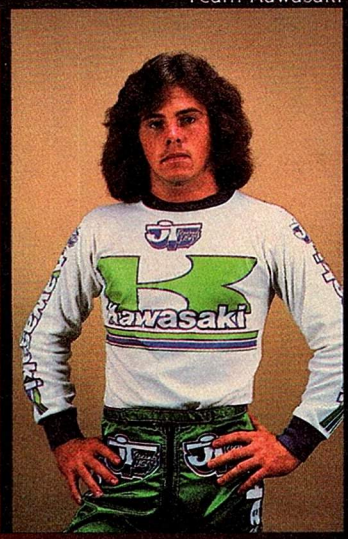
*Ask about our complete Mini-GEAR line.

MARTY SMITH
Team Suzuki



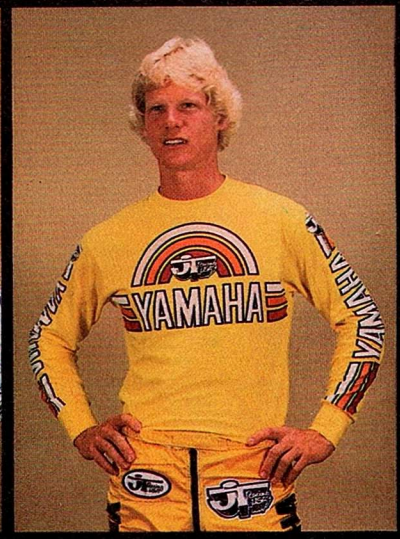
32-108 JT Works Suzuki

JEFF WARD
Team Kawasaki



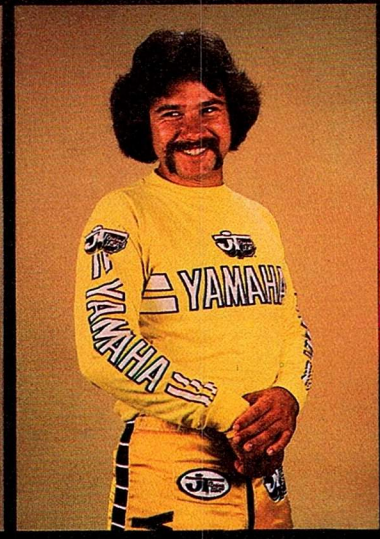
32-127 JT Works Kawasaki

BROC GLOVER
Team Yamaha



32-118 JT Glover Replica

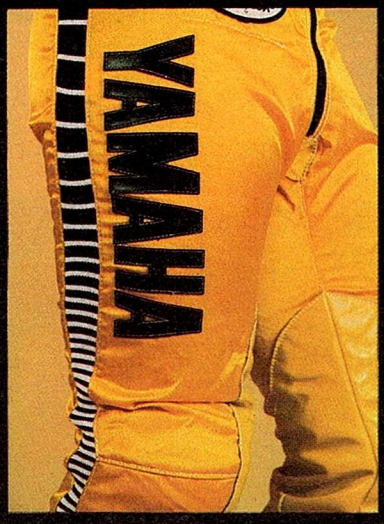
MARTY TRIPES
Team Yamaha



32-112 JT Works Yamaha

16-270 JT Team Kawasaki

16-258 JT Team Yamaha



16-264 JT Blue-Yellow

40-286, (red)

40-284, (black)

40-285 (blue)

JT CHAMPION LEATHER BOOTS

Worn by champions LaPorte, Howerton, Glover, Sun, and Smith. Made from a single piece of fine grain leather. Champions are ultra-light, comfortable and durable. Available in 3 colors, with sizes 1 thru 13 to fit everyone! All sizes. $142.95

Upper "puff-cuff" keeps water and dirt from entering boot.
Plastic skin guard deflects rocks, protects rider's lower leg.
Thick protective padding still allows freedom of movement in ankle regions.
Tough plastic guard protects toes and keeps water from entering boot.
Steel Toe Plate
100% leather inner sole
Steel shank
Vibram rubber sole

KENT HOWERTON
1980 250cc National Champion

I like being number 1! That's the reason for JT gear. . . they're first with the best. Take for instance my JT Team Suzuki Ventilator. Last year JT became the first company ever to design a shoulder pad strictly for motocross. That cool air pumping in through the front and back vented plates helped me through some pretty heated motos. It's also light and has high impact shoulder guards and best of all it's a snap to get on and off. The colors are so great I even wear it outside with the neat removable number bib. JT? They're always thinkin'. . . and it shows!

JT CUSTOM LETTERING

Your name and number can be applied to the removable back bib that pops on and off the JT Ventilator. All letters and numbers are AMA regulation size. There is a 9 letter limit for names.

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Your Name $1.25/letter
70-821
Your Number $2.50/number
50-192
Removable Number Bib $8.95

50-191 JT Ventilators

JT VENTILATORS[tm]

This quality constructed pad is a full coverage shoulder pad with protection both front and back. Four vented plates in the front and two more in the back insure proper ventilation and added protection. The high impact shoulder cups and bicep guards are standard on JT pads. A quick release fastening system is a real bonus along with the optional back bib for name and number. Choose from 5 color combo's or Team Suzuki model.

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JT SUZUKI VENTILATOR
Blue/Yellow Only $61.95
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JT VENTILATORS
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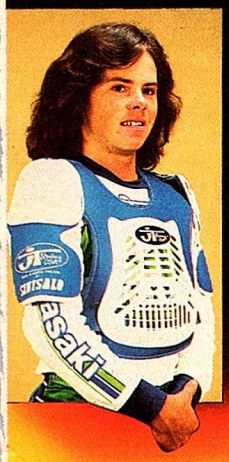
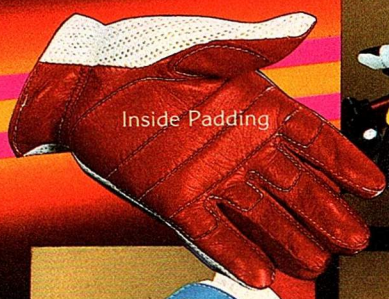
Please specify color and part number when ordering.

JT TEAM SCREEN WITH CUPS

The first chest protector with high impact plastic shoulder cups and vented, rock-deflecting chest plate. Designed to be flexible, light weight, and cool, this protector easily pops on and off with a quick release system in back. Available in 5 team colors as shown. *Please specify color when ordering* $47.75



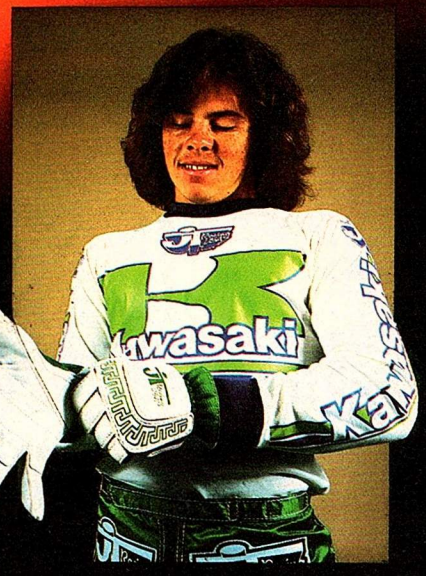
50-189 JT TEAM SCREEN WITH CUPS...$47.75



Inside Padding

22-248 (1/2 Breed) $30.25

22-246 (1/2 Breed) $30.25



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20-251 (all leather) $35.00

22-251 (1/2 Breed) $30.25

new enduro

20-259 (all leather) $37.50

JT CHAMPION AND HALF-BREED GLOVES

JT gloves are light, cool, and give the best fit ever. The new nylon/leather Half-Breed model is a favorite but the 100% lambskin Champion version is still "primo." Either model comes with protected thumbwrap and 3 selections of palm padding styles in an assortment of team colors. Check out the new enduro gloves if that's what you're into. JT has a fit to be tried.

Full Outside Padding

22-239 (1/2 Breed) $32.25

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20-249
JT RAIN GLOVE
One size fits all. Latex dotted palm insures grip in wet weather. $2.95/pair

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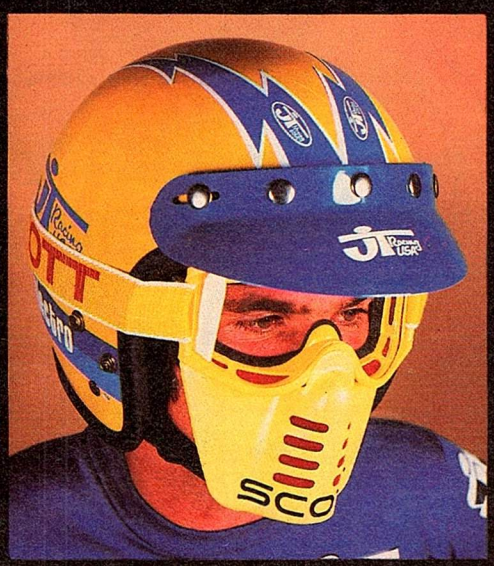
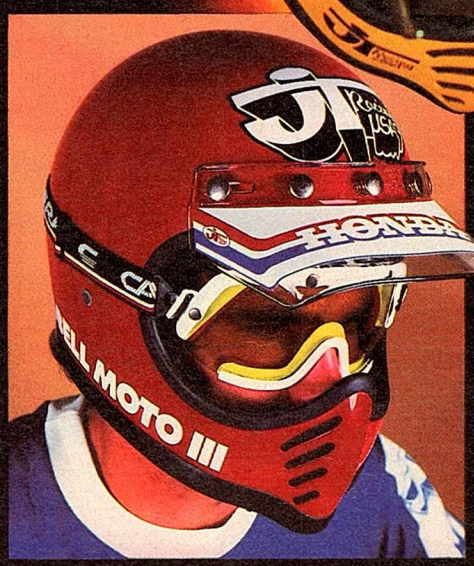
MARTY SMITH
500cc Team Suzuki

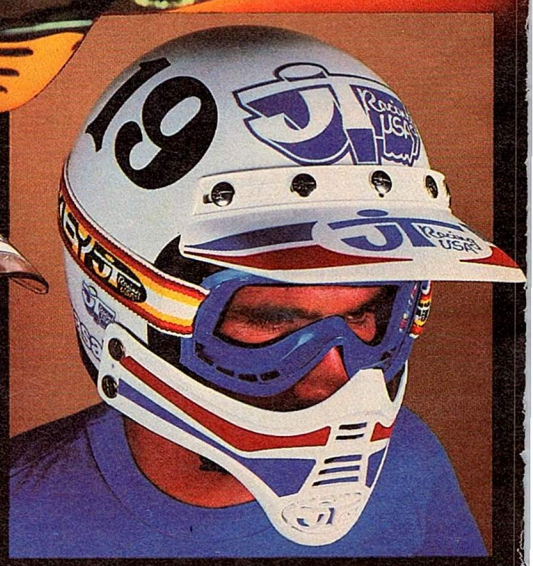
Everybody gets a little crazy when it comes to stickers! Stickers are HOT! I'm a real sticker freak myself . . .they're on my refrigerator, tool box, truck, buggy ---everywhere. But where I really need them most is on my bike when I'm doing my job. You see, stickers aren't just a passing fad for professional motocrossers. They're necessary to identify us with the team we work for and JT's got the HOT set-up on sticker collections. They stick and they're trick. One good thing about JT --- they get the job done but make it FUN!

JT Racing USA®

Marty Smith







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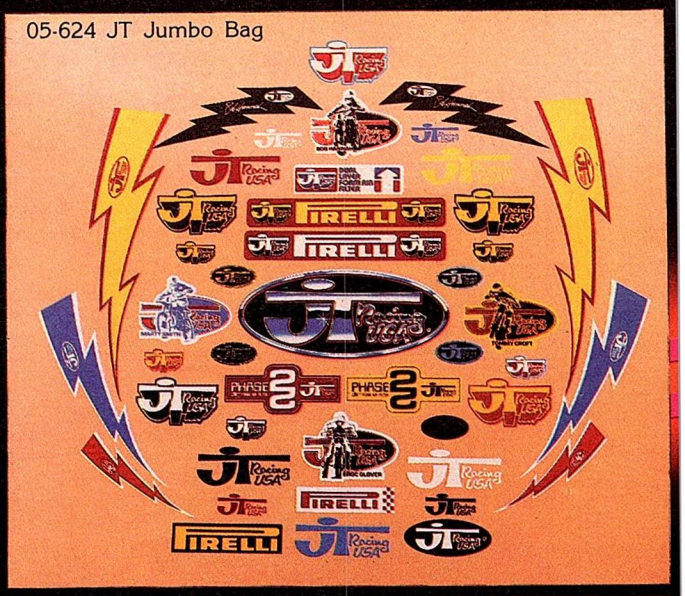
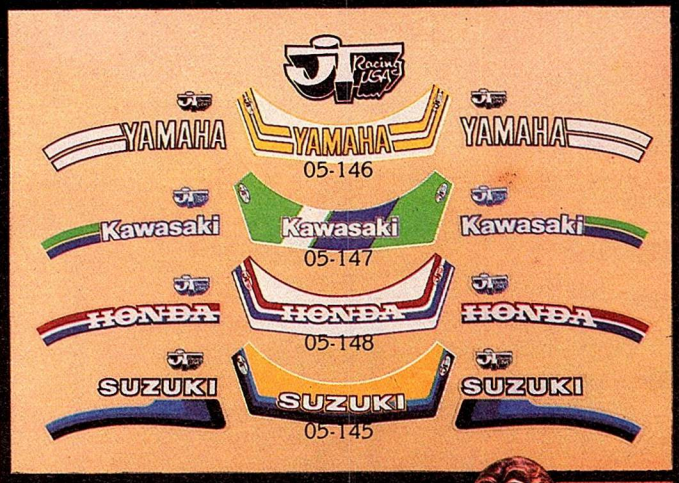


05-621 Deluxe Stickie Bag

05-203 JT Bolt Bag

05-620 JT Stickie Bag



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05-147
05-148
05-145

JT STICKIE BAGS

05-621 Deluxe Stickie Bag....$7.95
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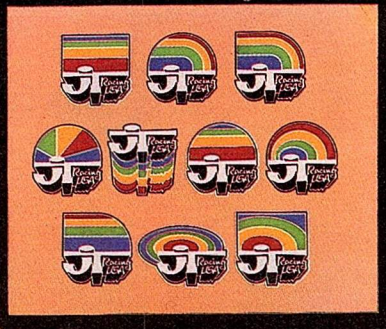
05-624 JT Jumbo Bag.....$9.95

05-623 JT Rainbow Bag



JT PRO HELMET VISOR STICKER KIT

Includes JT Helmet, Pro-Visor, & 2 Helmet side stickers.....$6.95

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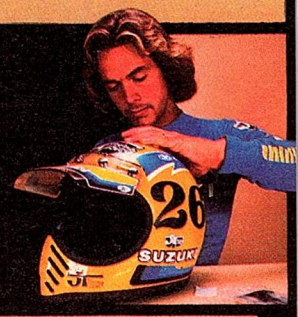
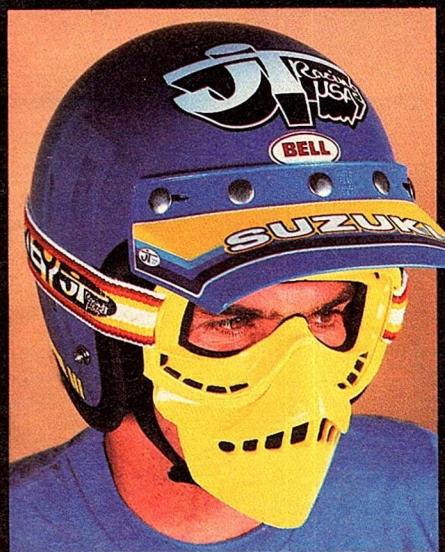
05-146 Pro Yamaha Kit
05-147 Pro Kawasaki Kit
05-148 Pro Honda Kit





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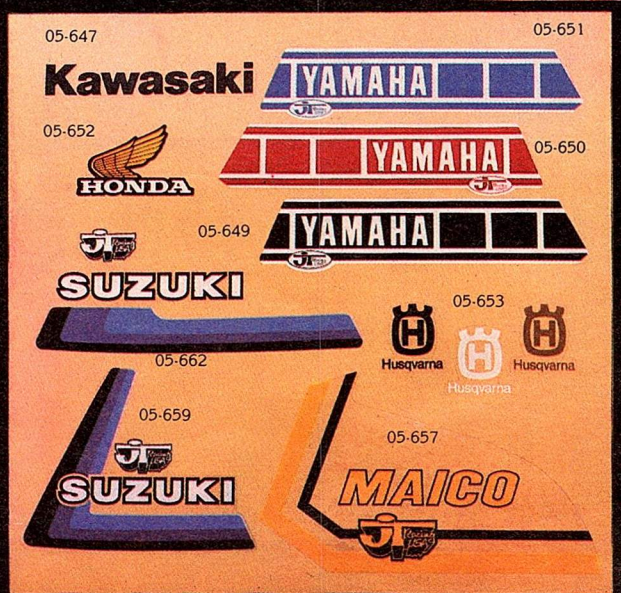

05-647
05-651
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Choice red, yellow, blue, white.
Specify size and color.....$82.50

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Blue tip.....$4.95
See page 31 for all Pro-Peaks

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Lexan Lens.....$13.95

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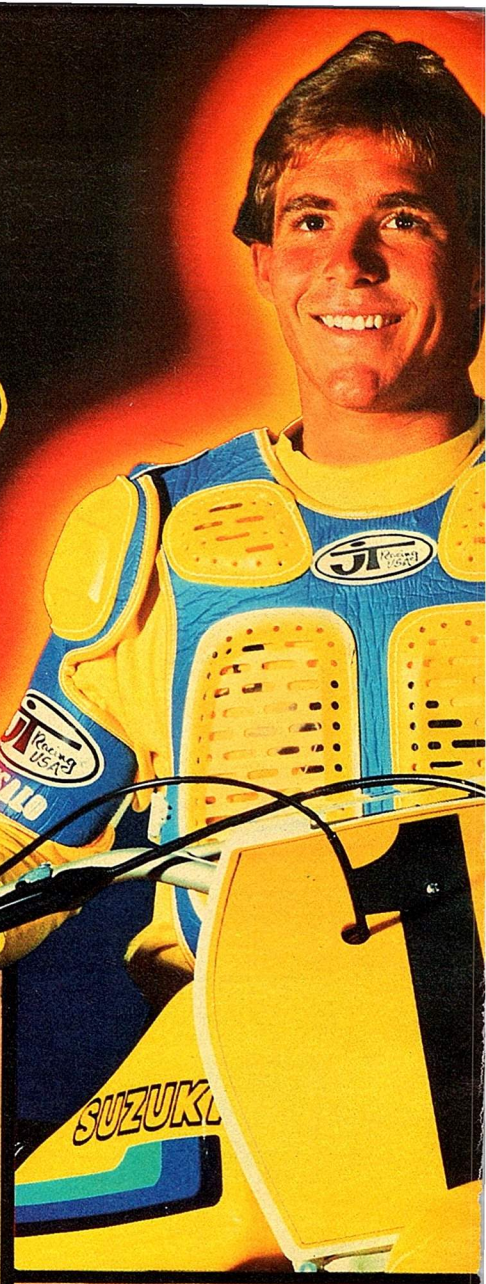
HOT STUFF gives you an edge. It's new and trick, it makes you look fast and think fast, it gives you confidence and it goes on your body or your bike for one reason only - it's HOT: it works! Howerton, Glover, Sun, Smith, Myerscough and I have the dial on HOT STUFF. We've learned to depend on J.T. RACING . . .the HOT STUFF people.

Danny LaPorte

JT Racing USA



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Sizes: XS. S. M. L. XL.

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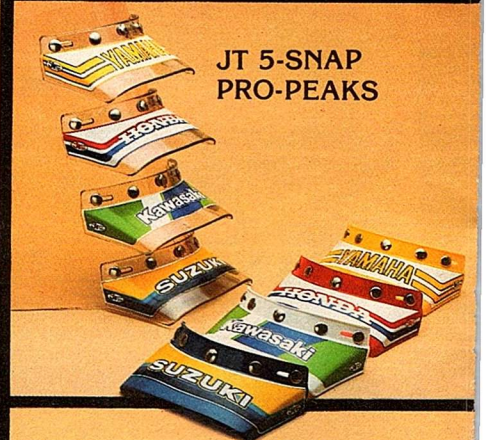

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Great new team visors. Each one available in solid color or with clear tip for greater "head down-less roost" visibility. Use part number when ordering $4.95

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JT Standard
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Approved for A.M.A. Competition

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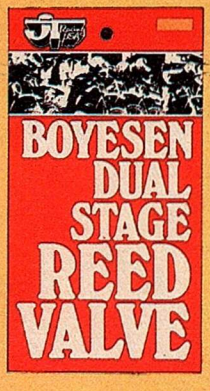

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60-610 RM (C,N,T) — 80	$11.25
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60-603 YZ-F — 100, 125	$21.95
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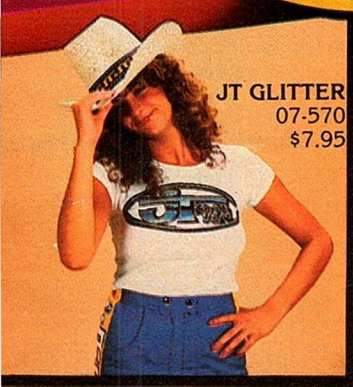
BROC GLOVER
3 Time 125cc National Champion

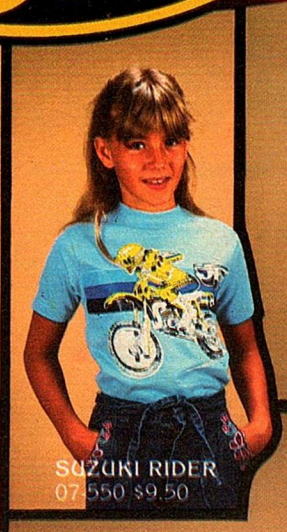
There's nothin' magic about winning 3 National Championships. What it takes is hard training, hard riding, and alot of good support with bikes and gear. Everything after that is cream . . . like the HOT STUFF from JT. After depending on JT gear all through the race, I still count on them for great racy casual clothes to get me home. I like to wear their T-shirts and hats everywhere and the new Bighorn vest and team jacket will match any fancy ski jackets in the world! Motocross . . . that's what I'm into to the max; and when everyone else has called it a day, JT's still "got 'cha covered"!

Broc Glover #1

JT Racing USA®



JT GLITTER
07-570
$7.95



SUZUKI RIDER
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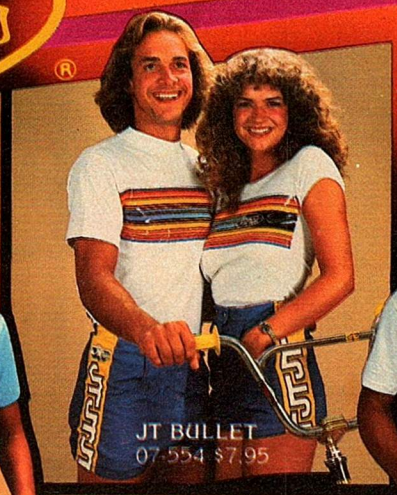
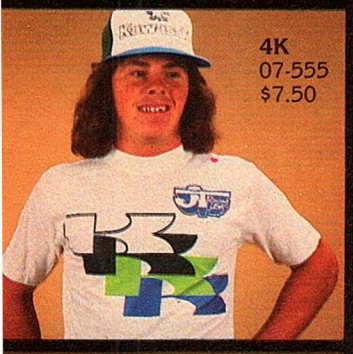


JT BULLET
07-554 $7.95



4K
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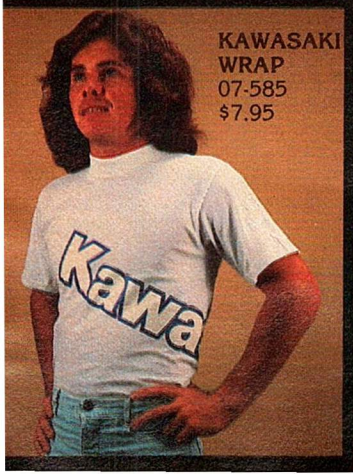
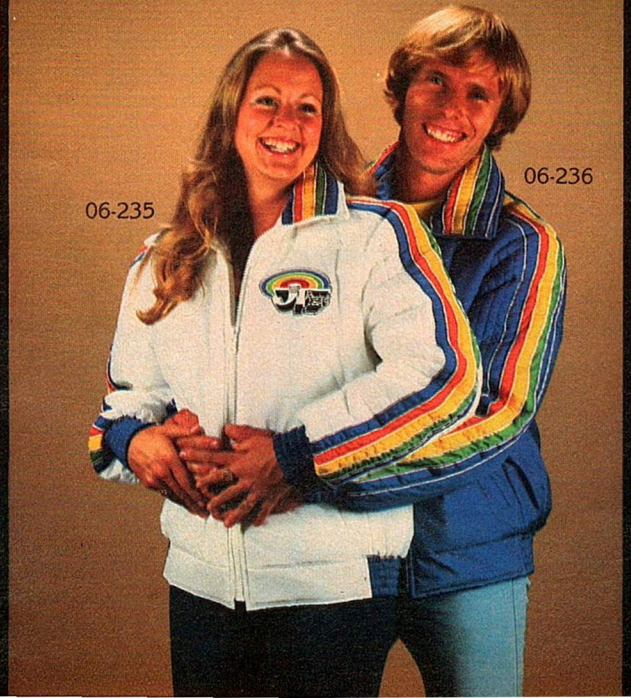
$7.50



KAWASAKI WRAP
07-585
$7.95



06-235

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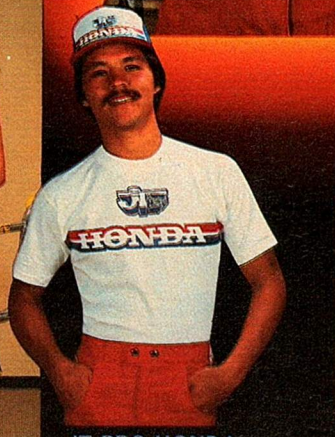
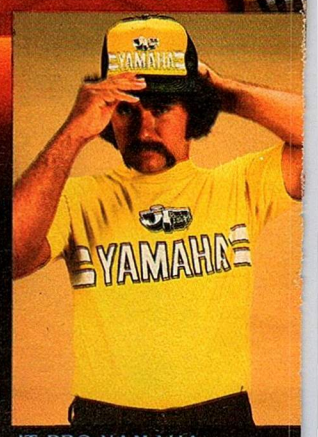


JT PRO-HONDA
02-056 Hat
07-556 Shirt



JT PRO-YAMAHA
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This year's new look in factory starwear. Cotton shirts with matching hats. Available for men, women, kids. Indicate size when ordering.
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JT has shirts for everyone in a wild array of colors, trick designs, and sizes. Each one is 100% cotton knit with a great feel and fit and is totally washable. *Every shirt on this page can be ordered in sizes for men, women, or kids.* Please indicate when ordering — Men's size: S, M, L, XL or Women's size: S, M, L or Kid's size: S, M, L.

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Colorful new jacket from JT is warm, sexy, and oh so nice. Made of colorfast nylon with rainbow team striping down the collar and sleeve, the HOT STUFF jacket is poly filled for super warmth. Giant zippers, secret rain hood, cozy pockets, and wind-stopping inner cuff make this hard to beat. Indicate size and part number. $64.95

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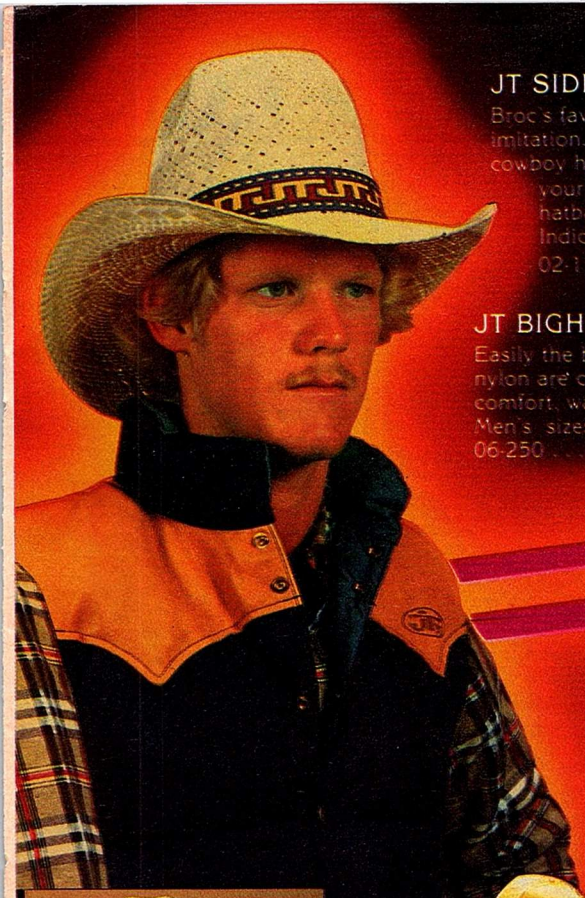
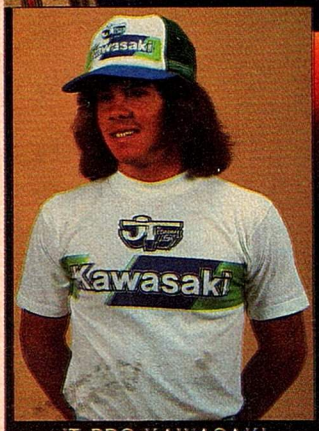


JT TEAM SUZUKI
07-626
$7.95

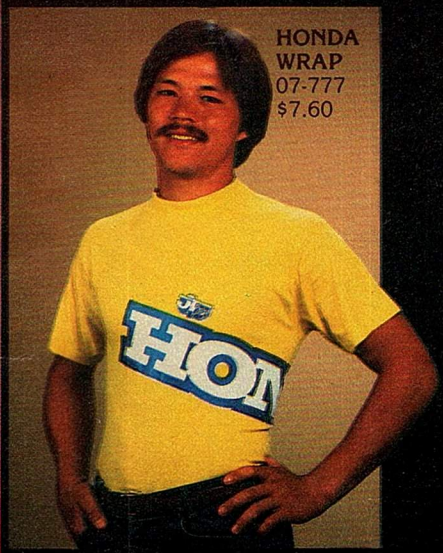


JT PRO-SUZUKI
02-059 Hat
07-559 Shirt

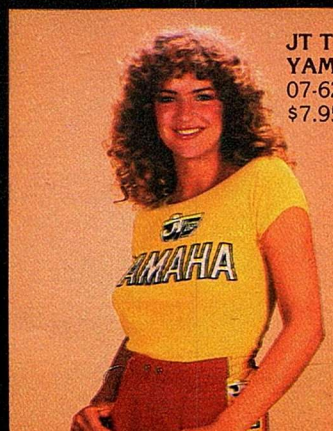
JT TEAM WONDER WALLETS

JT PRO-KAWASAKI
02-058 Hat
07-558 Shirt

Keep Marty Smith Broc Glover, Danny LaPorte, etc. in your hip pocket. Wallet features rider shots and "keeper flap". Indicate color when ordering. $8.95



HONDA WRAP
07-777
$7.60



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PART #	DESCRIPTION	QUAN	SIZE	COLOR	AMOUNT
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United States of America

PARADISE

3e CHAM DU PAC

Triomphe total

By Dick Miller

☐ The Taravaro circuit situated on the south end of the island Tahiti, in French Polynesia, was the site of the 3rd South Pacific Championships. Whereas last year there were participants from Australia, New Zealand, New Caledonia, Hawaii and the Mainland U.S., besides the local Tahitians, this year's participants were restricted to the United States and New Zealand.

In the past, several airlines had serviced the islands of French Polynesia, but because of restrictive high tarrifs, most have decided to stop flying there and only Air New Zealand remains to compete with the French airline, UTA.

This eliminated the Hawaiian team. In order to catch a flight to Tahiti, they would have to fly to California, thus virtually doubling the cost for the event promoter, George Levy.

The Australians were scheduled to compete but were involved in a motocross series held in their country, and the dates conflicted. Originally, this event was to be held in July, but unseasonal rains forced postponement.

The fact that the event was held this year at all was due to the perseverance of Moto Club of Tahiti president, George Levy, who is also the Honda distributor for the Island. The rain cancellation had caused problems seemingly insurmountable. He lost his sponsor, Marlboro, at the last minute, and his cousin (one of the top motocrossers in Tahiti) was seriously injured in a car accident a few days before the event. Roberto Cowan, another top Tahitian motocross star, was already disabled from a knee operation. And, Levy had late confirmations from the American riders because of their commitments.

REVISITED

PIONNAT IFIQUE

des Americans

Initially, Steve Wise and Donnie Hansen were scheduled to go to Tahiti, but Steve was picked for the Trophee and Motocross des Nations team and the two events were on the same dates.

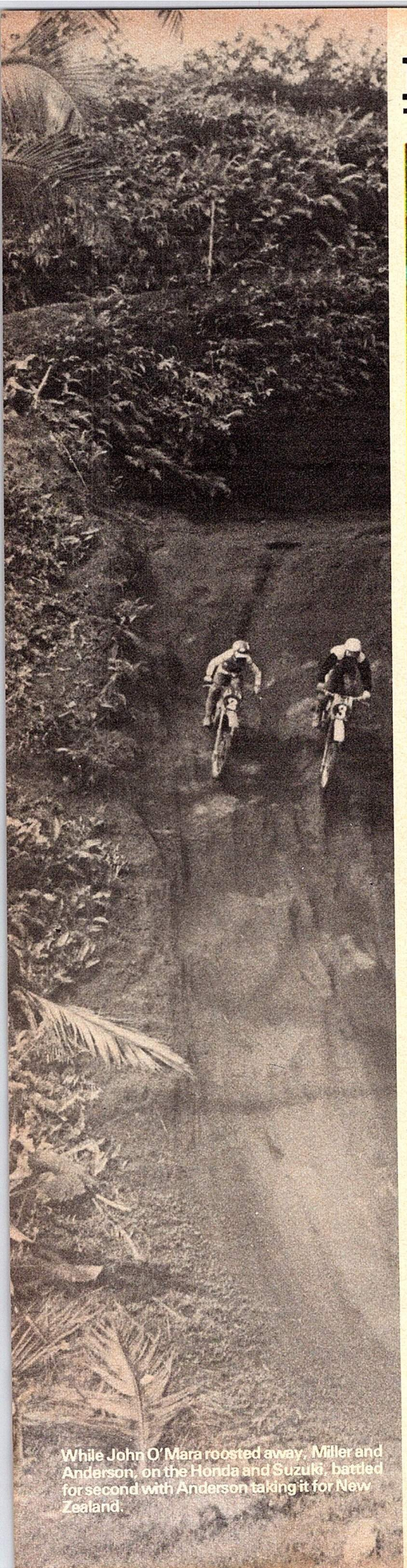
Even though our team was cancelled at the last minute, it was too late to change again. Donnie Hansen's Team Honda job was in jeopardy so he cancelled at the last minute also.

As long as George was footing all the bills for the event, he wanted as many Honda riders as possible, so I helped him round up a competitive team of Honda stars. JoJo Keller, riding for Moto-X Fox, was one of the original entries and went unchanged as did MXA's Rick Miller whom George requested because of the possibility of someone beating him. John O'Mara, the Mugen Honda star, was added for another 125 slot; Billy Grossi was given permission by Husqvarna to compete on a Honda, also. In order to compete using a 250 Honda, another Moto-X Fox rider, Lenny Giger, supplied by Honda team manager, Gunnar Lindstrom, came fresh from beating a strong field at the SCORE Off-Road World Championships in Riverside, California. He was the fifth and final rider from the U.S. to make the trip.

It's already winter in Tahiti in September, and the temperature is never lower than 70 degrees at night with the days a warm and humid 80 plus, depending on the trade winds. The New Zealanders, Dave Temperton and Murray Anderson, came from cold weather at home with zero temperatures in the early mornings and a serious lack of sunshine. They would be the only challengers to the Americans other than the Tahitian riders.

Rick Miller

PARADISE REVISITED



While John O'Mara roosted away, Miller and Anderson, on the Honda and Suzuki, battled for second with Anderson taking it for New Zealand.

Lenny Giger

Johnny O'Mara

Anderson, a 21 year-old plumber by trade, is New Zealand's 125 National Champion. He rides for Suzuki, but also races an open bike, but he had to commit himself to one class only. His New Zealand teammate rides, in accordance with his country's national rules, both 250s and 400s and is one of the top ten riders in his country.

Motocross in New Zealand is held on private property for the most part and is rarely held on the same track twice. Promoters or clubs will rent a piece of land from a farmer and lay out a course for each meet. Usually, the soil is soft and loamy, so hard, slippery turns are non-existent in New Zealand, which gave the Kiwis much concern after having raced on the hard surfaced, California-type courses in Tahiti.

The race format was to be the same as it was for the first couple of years in that the championships would cover two weekends of racing comprised of both motocross and flat track (Tahitians call it speedway). The riders with the most points would be the champions. The points were kept separate for each type of racing. The track was exactly the same as in the past years, excepting a starting gate that was added in place of the rubber band method and a double jump that was installed in the start straightaway. To make it more interesting for the spectators and riders, the decision was made to run the track backwards on the second weekend.

Both O'Mara and Miller would race stock CR125s, while Keller, Grossi and Giger had to bring their bikes in from the states because Levy didn't have any new machines in stock. Miller opted to bring his Moto-X Fox forks and Ohlins, but O'Mara felt he could get the job done on a stocker. He left his special stuff at home. Anderson stuck his Suzuki in practice but was able to rebuild it with the help of his teammate, Temperton, who works for Wellington Motorcycles, the Suzuki distributorship for New Zealand.

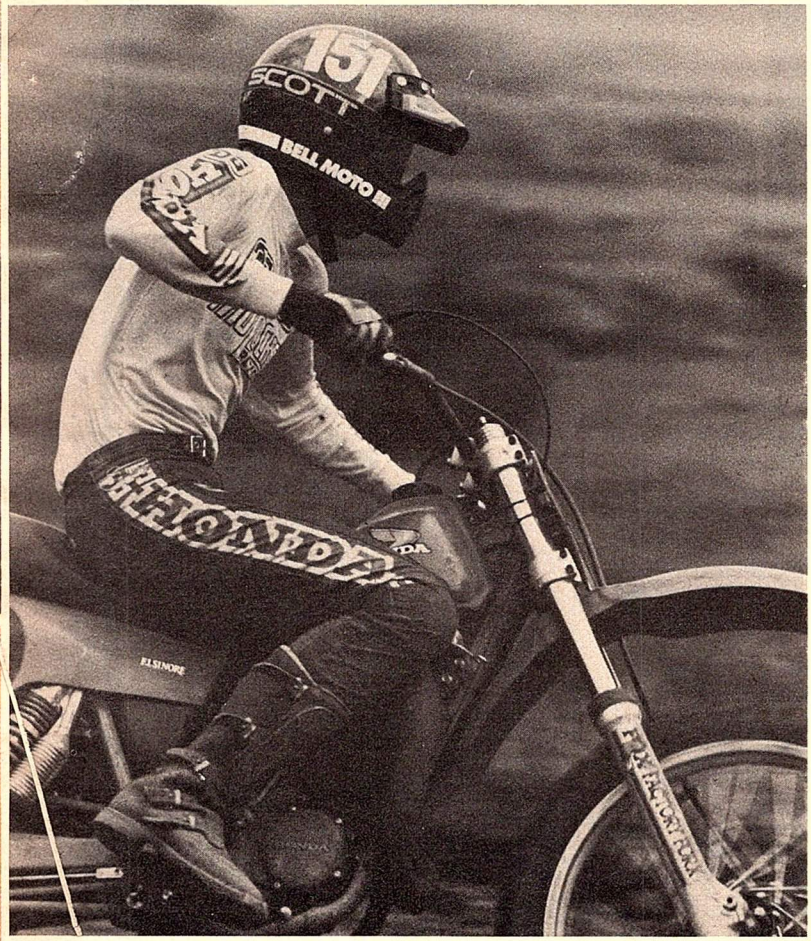
Both weekends held perfect racing weather. It wasn't very hot, although it was typically humid.

The first motos of each class established the patterns for the rest of the events. In the 125 class, John O'Mara was a runaway winner and lapped every rider except 2nd or 3rd in some of the motos. Of all the classes, he had the fastest lap time and broke the existing track record by close to ten seconds.

The motos lasted about 35 to 40 minutes. It was usually Miller who got the holeshot with O'Mara taking the lead shortly afterwards. New Zealand's Anderson would catch Miller about a third of the way, or sometimes not until the last few laps, but the results were the same for the four races as the three of them outdistanced the rest of the field. The closest Tahitian competitor was Cyril Lehartel, riding a 125cc for MotoSport and Kawasaki. He gave the home folks something to cheer about for a while in one of the motos when he battled Miller for third, but it was short-lived. He bailed over the high side in one of the hairpin turns.

The Tahitians held more hope in the 250cc class with 21 year-old former champion, Patrick Mourrain, riding for Honda Tahiti. That hope was short-lived also, because it was clearly evident that Billy Grossi and Lenny Giger had come to race. In all four motos they went at each other for the entire 35 minutes with Grossi winning the first and Giger taking the next three, along with the championship.

(continued on page 78)

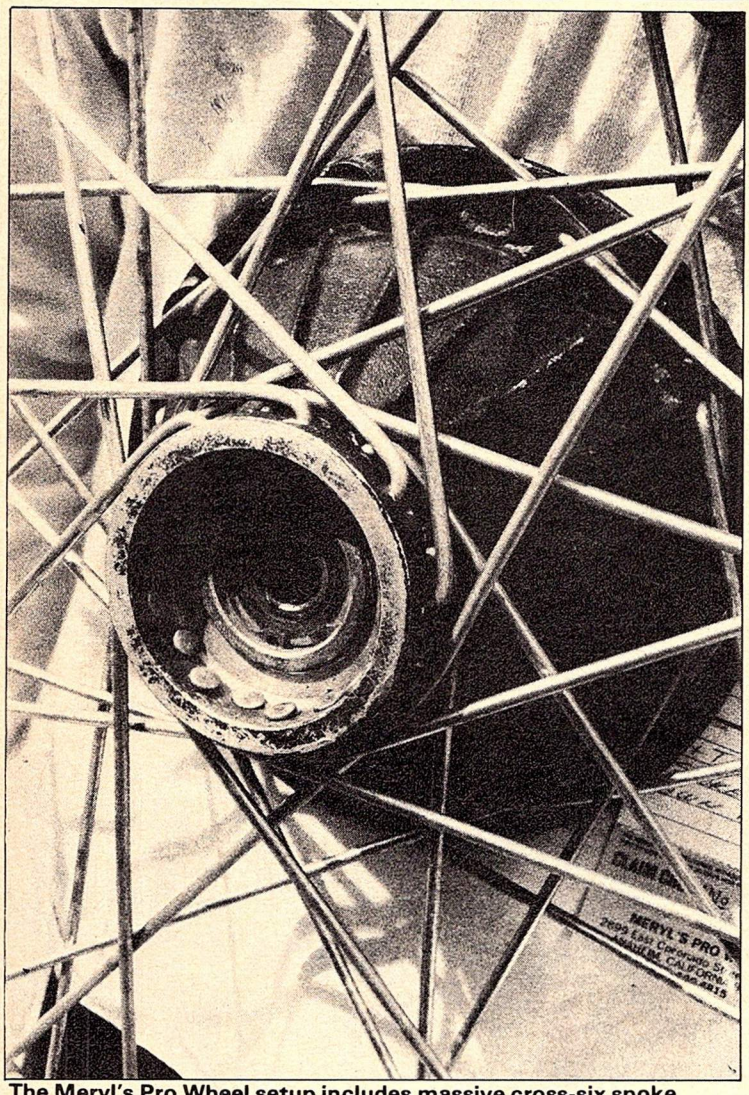


Rick Miller finished third in the 125 motocross and second in the speedway (flat track) races.

Billy Grossi, on loan from Husqvarna, rode a CR250 Honda, on loan from Team Honda's Gunnar Lindstrom, to 2nd place in the South Pacific event.

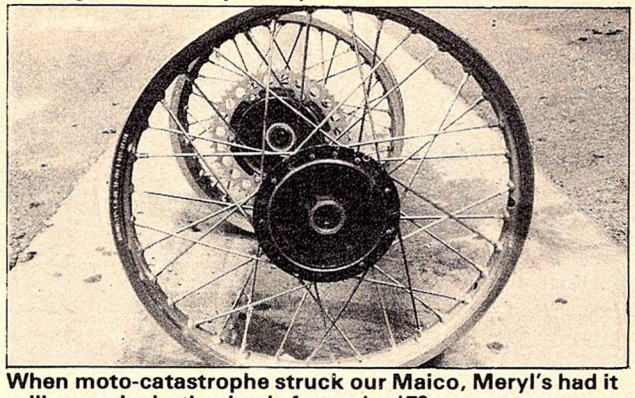
WHEEL TECH
PRO WHEEL
Where to fix it

By Jody Weisel



The Meryl's Pro Wheel setup includes massive cross-six spoke lacing on Maico wheels.

Aluminum rims for mini-mini, Junior cycles, minicycles and big bikes are a specialty of the house.



When moto-catastrophe struck our Maico, Meryl's had it rolling again, both wheels for under $70.

☐ There are a multitude of symptoms that can be used to diagnose the busted wheel syndrome.

The number one symptom is 10 spokes splayed out at all angles before you reach the end of the double jump straight. Number two is a rim that looks like someone mistook it for an accordian. Symptom number three is mysterious bottomless spokes that, no matter how many times you tighten them, can still be tightened a little bit more. Number four is the random missing spoke, two spokes, three spokes and on and on.

Lots of bikes that seem like beautifully created pieces of indestructible weaponry are let down by squared wheels. The solution to the wheel problem, be it spokes or rims, is sending the rim to the *wheel man.* When our Maico 450 discouragingly dropped 18 spokes between going up and coming down, we headed over to Meryl's Pro Wheel in Anaheim. Since Maicos come with decent Akront rims we *only* went for an eight gauge spoke kit, lace, and true. If we had brought in a trashed Suzuki wheel we might have opted for one of Meryl's alloy rims. Meryl's is the only company selling aluminum rims for mini-cycles. Meryl carries a complete range of 14-inch, 16-inch and 17-inch mini rims ($39.95).

Meryl laced our Maico rear wheel into the strongest lace pattern known to man, cross six, using high carbon steel spokes and a little R&R on the stock rims. While we had the rear wheel in being fixed, we shipped the front in also.

There are several price breaks and ways to go with Meryl's. To put in the heavy gauge spokes, lace and true the wheels on our Maico 450, the total cost would be $69. When Meryl does the work, the 8-gauge spoke kit costs $16, and lace and true on each wheel is $18.50.

If you want to do-it-yourself, Meryl will sell you an eight-gauge spoke kit for your wheel, in gold or silver, for $21.50 ($26.95 for stainless steel). When ordering your do-it-yourself spoke kit, be sure and specify the year, make, and model and size of your motorcycle. Meryl includes thorough instruction on how to lace your rim, but if you have your doubts, let a pro do it.

For more info contact Meryl's Pro Wheel, 2899 "B" Coronado St., Anaheim, California 92806, or call (714) 630-6815.

MERYL'S PRO WHEEL PRICES

8-gauge spoke kits	$21.50
8-gauge stainless kits	$26.95
Lace and true	$18.50
14, 16, 17-inch Mini rims	$39.95
21-inch D.I.D. rims	$42.50
18-inch D.I.D. rims	$42.50

MIDGET HABERDASHERY

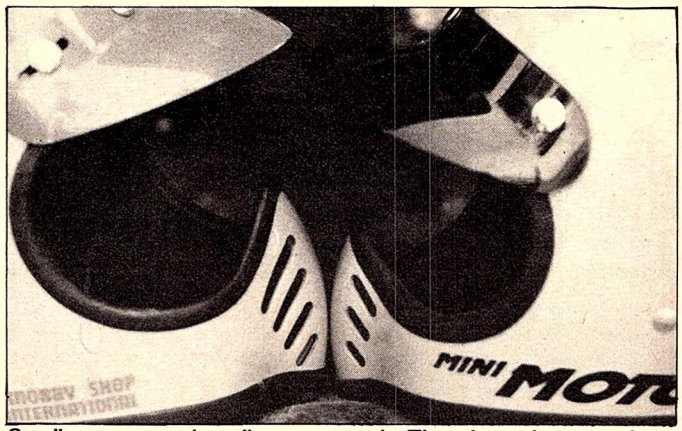
BELL MINI-MOTO

Small things make a difference

By Jody Weisel

Although identical in appearance, the down-size Bell Mini-Moto is smaller, tighter and lighter.

Available in a wide variety of colors and sizes, the Bell Mini helmet is going to make minicyle racing a lot safer.



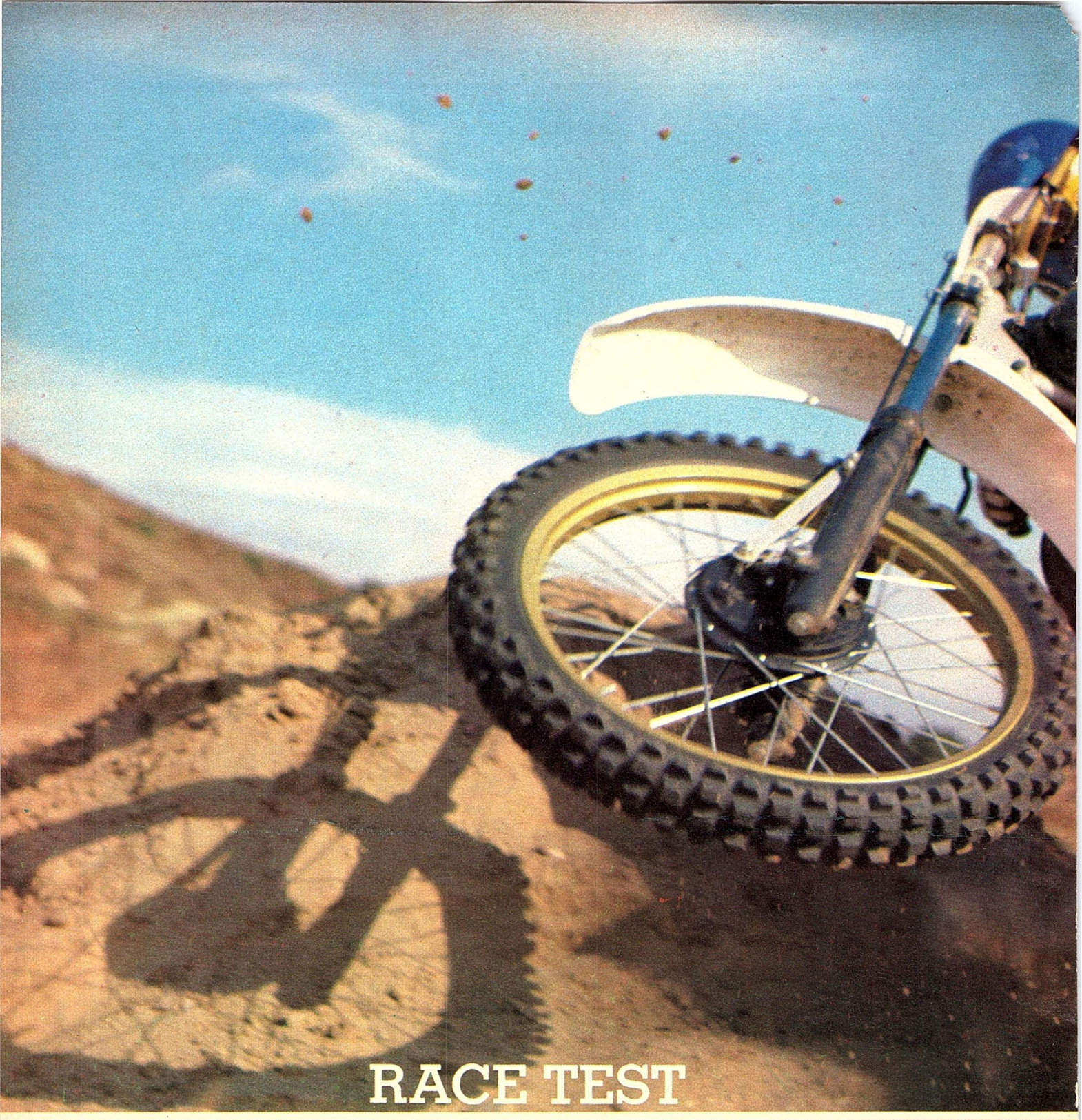
Smaller noses need smaller nose guards. There is one less vent than the grown-up Moto-Star.

☐ Minicycle racing is safety conscious, and it is a good thing that adult supervision and age classifications are strictly observed. But, how many times have you seen a minicycle racer careening around a track at quazar speed with a helmet three sizes too large? It happens all the time. Although the human head is one of the first anatomical parts to reach full size, it isn't often well served by an adult helmet.

Bell Helmets becomes the first helmet manufacturer to offer a down-size, full-coverage, racing helmet. There are several advantages to a smaller shell size. First, the fit can be more attuned to the diminutive heads. Second, the weight of the helmet is greatly reduced, which lessens fatigue on young neck muscles. Third, the shell size is small enough to make the riders look better proportioned, and the mass of the shell no longer will interfere with shoulder pads.

Bell Helmets provided us with several prototype Bell Mini-Motos, which we handed out to our mini test crew. Since the Mini-Motos come in a wide range of sizes, the perfect fit is almost always possible. (One test rider who wore a size 7 adult helmet was able to drop down to a 6 7/8 in a Mini-Moto.)

Mini-Motos come in yellow, white, red or blue with nifty graphics on the side. The $84.50 retail price makes the Bell Mini-Moto a must for the hotshot, in-the-know, minicycle star. Now if someone would market a set of really sano mini goggles . . . ☐



RACE TEST

HUSQVARNA 420 AUTOMATIC

Don't Shift

☐ How would you like to hop on your motocrosser and never have to pull the clutch in, never shift a gear, or never worry about downshifting, upshifting, clutch slipping or gear selection? If there was a bike that did all of that for you, then riding time could be spent concentrating on picking lines, making passes and keeping the gas on. If someone made an automatic motocrosser, it would cut the time it takes to learn how to ride in half. If only someone made an automatic.

Husqvarna's 420AXC is just that machine. Built several years ago for the Swed-

ish Army, the AXC (Automatic Cross Country) was designed to fill the utilitarian functions of military scouting, courier work and map making. The Swedish military establishment wanted a bike that anyone could ride, was trouble-free, and freed a soldiers hands, one at least, for more serious work.

Husqvarna got the Army contract and set about to build the ultimate automatic. Going against the grain in government contracts and automatic technology, Husqvarna Ab designed the highest quality product possible, instead of the cheapest, and tossed out the tired ideas that held back previous automatics.

Unlike torque converter concepts that were used on bikes like Rokon and Bird, or hydraulic systems found in the four-wheel Detroit monsters, Husky looked for a simple solution. Upon finding the simple solution, they applied advanced technology to make it work.

Providing the key link to Husqvarna's automatic connection is the centrifugal clutch. Centrifugal clutches are what make the ubiquitous moped move. In essence, a centrifugal clutch is similar to a set of drum brakes. The clutch plates are shaped like brake shoes and the clutch hub is the drum. Instead of the drum spinning around the shoes, the clutch shoes spin inside the hub. The shoes do not touch the hub at low rpm, but as the mechanism spins faster and faster, the shoes are flung outwards until they make contact with the hub.

Friction caused by the shoes dragging against the hub works the same as the meshing of two gears. Unlike a brake shoe which drags the hub to a stop, the Husqvarna clutch shoes spin outwards and engage the gears.

HUSQVARNA 420 AUTOMATIC

Four separate centrifugal clutches are housed inside the 420AXC. Each one is geared to spin at different rpm so that first, second, third and fourth gears are fed in at the proper moments. To help the clutch shoes fight the centrifugal force, there are springs of varying strengths attached to each set of clutch shoes. First gear has a 42-pound spring that allows the AXC to sit calmly at idle without trying to take off. As the rpm climbs with throttle input, the spinning centrifugal force overcomes the 42-pound springs and engages first gear. From there on, each geared centrifugal clutch kicks in when the rpm overcomes spring weight. Second and third gear use 12-pound springs, while fourth is an eight-pounder.

A very clever and intricate gearbox operates off of the power supplied by the clutches, and the smooth shifting Auto is a dream to ride. Once you dial the throttle open, the AXC moves forward until it reaches the correct speed to shift into second gear. It then follows through in third and fourth gear. When you slow down, the AXC tranny positions itself in the proper gear for the rpm and wheel speed. Upshifting and downshifting by itself, the AXC is ready to leap forward with a twist of the throttle.

For those who remember the Rokon series of off-road bikes, the spectre of weight and bulkiness rears its head. With the AXC you can forget those worries. The Husky Auto fits into regular Husqvarna chassis, and it weighs just over six pounds more than a stock six-speed 390CR engine.

CLASSY CHASSIS

There is a difference between the 1981 Auto and previous models. The 1981 version has beefed up freewheel gears, new *Drive/Neutral* engagement, and some 1981 motocross running gear. Although the Auto doesn't have the zoot capri accouterments that will grace the rest of the 1981 Husqvarna line-up, it does have the new side-mount swingarm. Essentially, the 1981 Auto is a 1980 CR motocross chassis with the new swingarm and a set of remote reservoir Koni gas shocks. The Konis will appear on all of Husky's off-road models, while only the 430CR and 250CR motocrossers will use the highly regarded Ohlins gas shocks. The rest of the 1981 Husqvarna line will have the humpbacked gas tanks and 40mm forks.

Husqvarna doesn't have to sell the 420AXC. It sells itself. Every Auto that makes its way to America is snapped up by anxious consumers, and not that many of the slick-shifters are produced.

WHAT'S IT LIKE TO RIDE

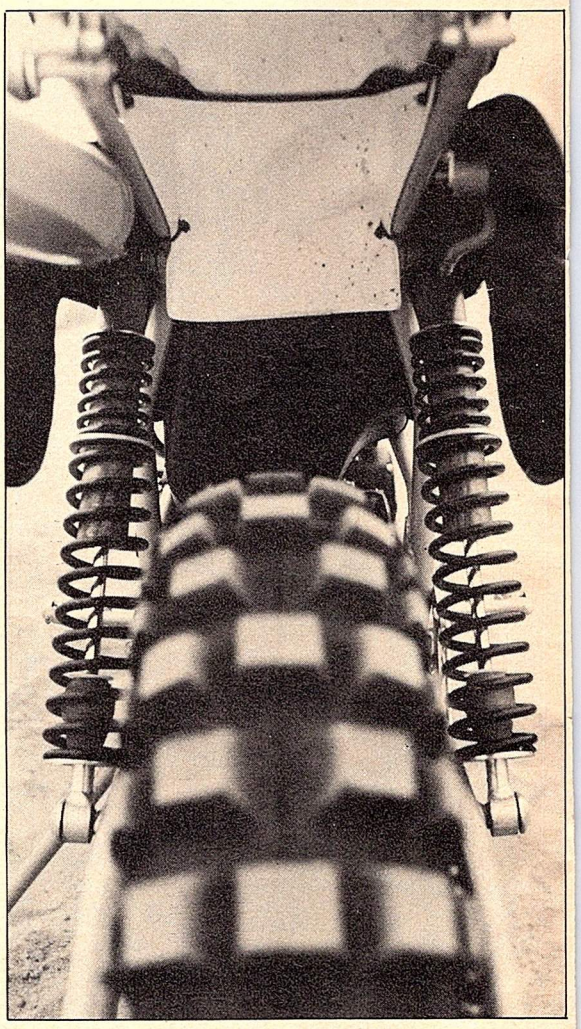
Sitting in the pits, there is no difference between the Husqvarna Auto and a standard six-speed Husky. The missing shift and clutch levers are the only outward signs of something special in the works. To start the AXC, you reach down on the top of the engine cases and flip the Neutral/Drive lever to Neutral. Push the choke lever down on the Mikuni and take a potent boot at the awkward kickstarter. Kicking the engine hard while standing to the left of the bike normally brings it to life in two kicks. There is no such thing as bump starting the automatic tranny, so it must always be kick started.

In Neutral, the engine can be revved up, cleaned out and warmed to operating temperature. When you are ready to race the engine should be let down to a smooth idle. Once it is idling, the engagement lever is flipped into Drive. A small amount of lash is felt when the bike snaps into Drive, but the AXC doesn't jump forward or try to take off. You can sit and talk to a friend or wait for the gate to drop with the bike in Drive, but it must be started in Neutral. To get the bike in motion, all you have to do is turn the throttle.

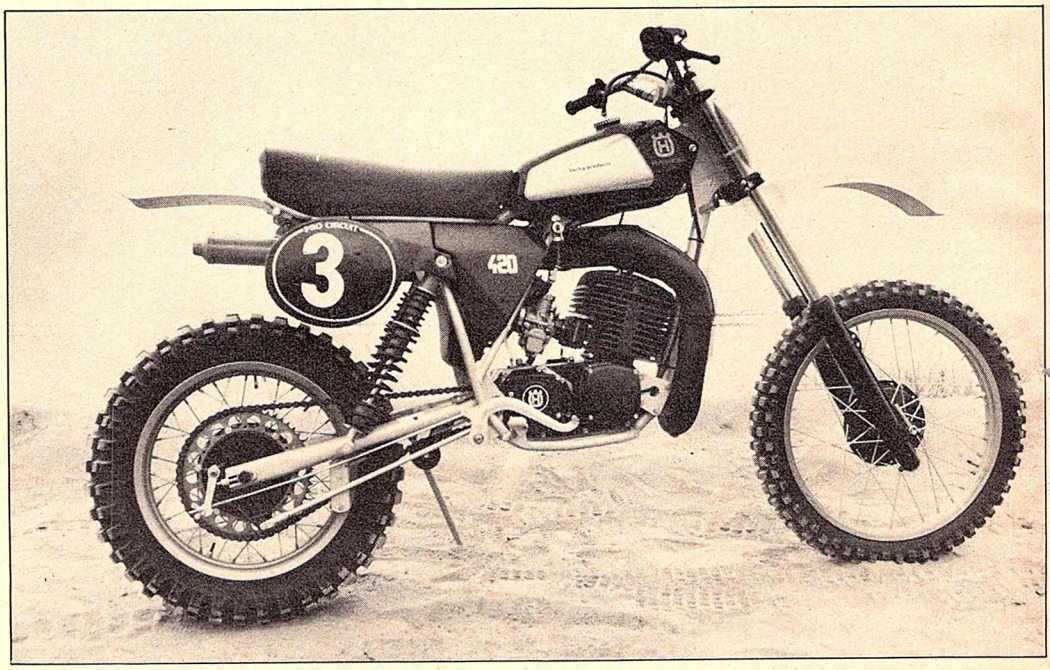
At the starting line, the AXC moves smartly off the line. Because there is no fiddling with clutches or shifters, the automatic rider will always be over the gate first. Second, third and fourth gear kick in with a subtle lunge. The shifts are very similar to the kind that your car makes.

The AXC isn't fast. The 420 engine, actually 412ccs, won't blow anyone's doors off on the start. The AXC has advantages and disadvantages, but the start line is *ambiguous*. There is no time lost from pilot error in shifting, but enough power is lost in the centrifugal clutch slippage to make up the difference. Our starts were consistently in the middle of the pack.

As you approach the first turn, the second dominant trait of the Auto comes to light. Engine braking is greatly reduced by the freewheeling transmission. If the power



Radically canted Koni gas shocks perform adequately. Heim joints top and bottom make the slanted shocks work without binding.



Looking for all the world like a regular motocrosser the shiftless character of the 420 Auto isn't blatantly obvious to the undiscerning eye. .

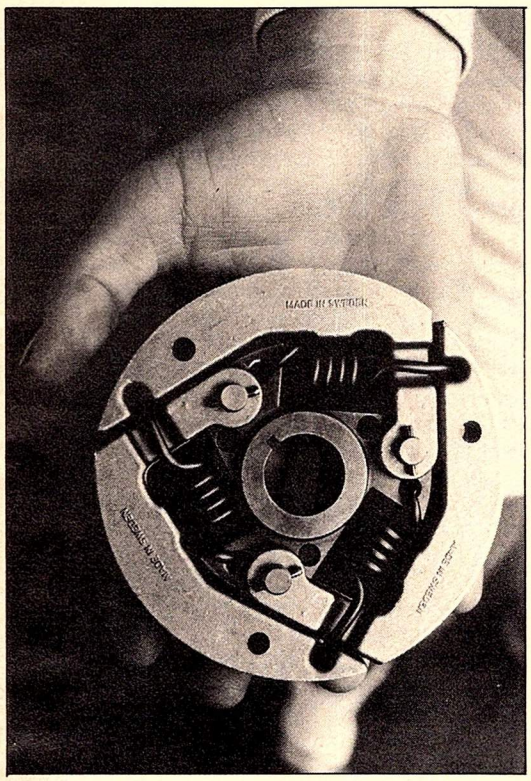
isn't on, the bike tends to coast. Slowing down for corners requires excellent application of the brakes. Amazingly, the Husky brakes, which aren't highly rated on the CR models, work perfectly for the Auto. Husqvarna's brakes are very progressive and hard to lock up, which plays an important part in making the AXC work.

Around the track the Husky can cut a fast lap because it is either on the gas or off the gas. There is no stop-and-go riding. Blasting the AXC around a motocross course makes the rider blatantly aware of whether he is going fast or not. The engine can't be killed accidentally because the bike slips into Neutral if too much brake is applied. Conversely, when the throttle *isn't* turned on, the rider is greeted by silence. If you want to go faster, all you have to do is try and eliminate the telltale quiet moments.

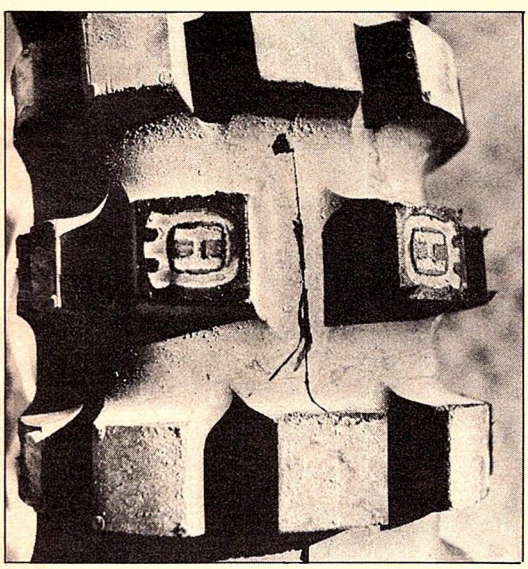
Tricks of the trade are hard to come by in automatic racing because only National rider Arlo Englund spent any time on the Pro MX circuit with one, but learning doesn't take too long. The Auto is similar to a four-stroke in that it requires a new riding style, especially if you have just jumped off of a hotshot two-stroke.

Like a four-stroke, the Auto runs best if you keep a little power on all the time. If the engine is shut off completely, it slips into a freewheeling state that makes the transition back to power suffer a lag time. If you keep the engine running a little more than with a manual transmission, the clutches will remain hooked up and the lag will almost disappear.

Often the AXC will work *too* well and select a gear that is proper for the rpm and

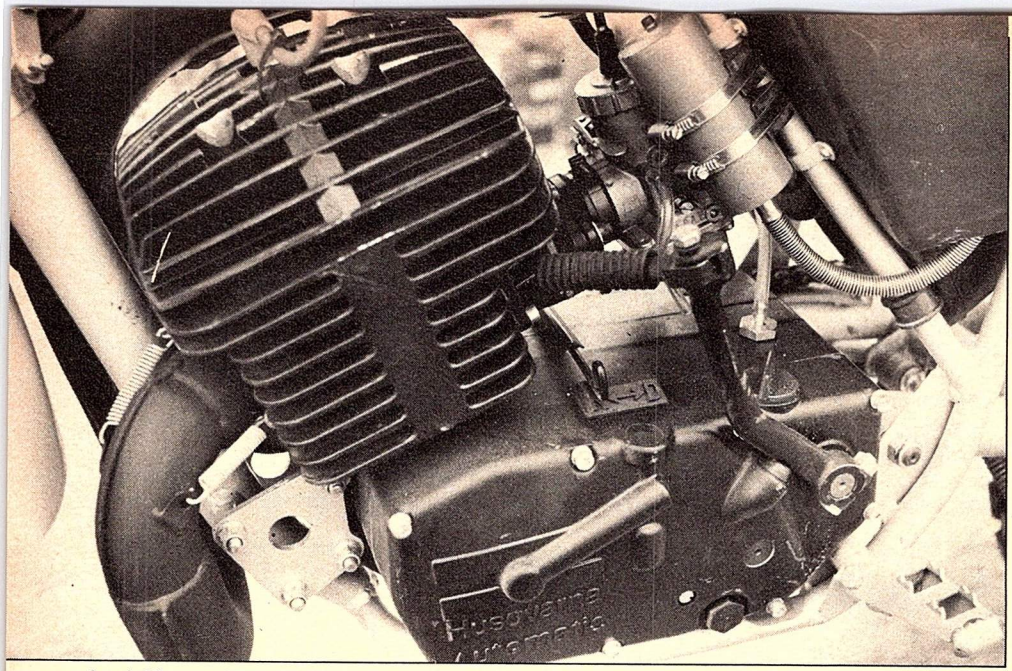


Four of these simple centrifugal clutches are the key to the Autos amazing performance.

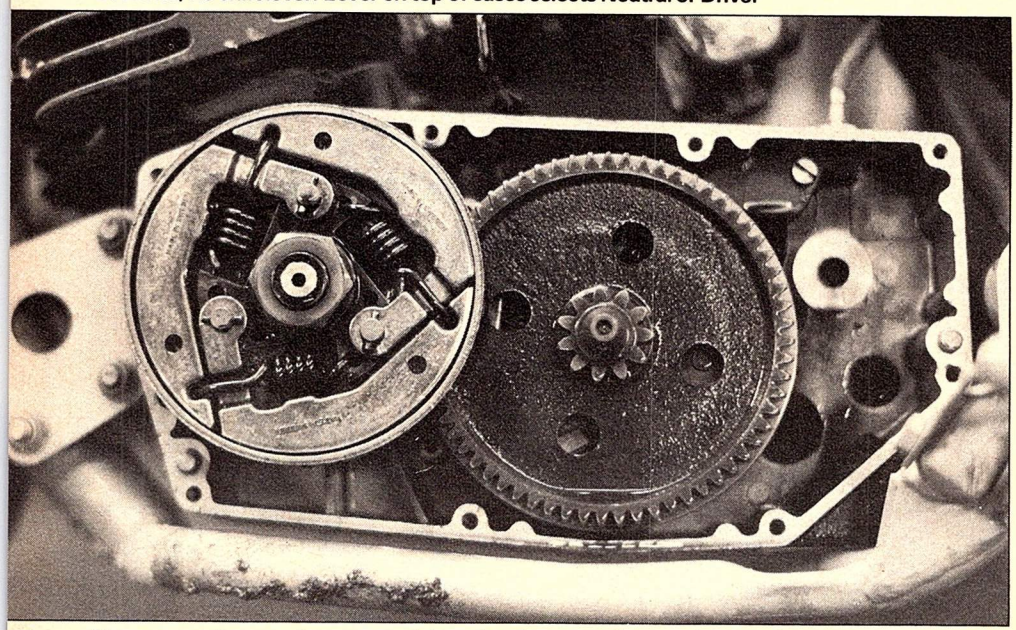


The Husky logo is imprinted into the knobs of the Czechoslovakian Barum rear knobby.

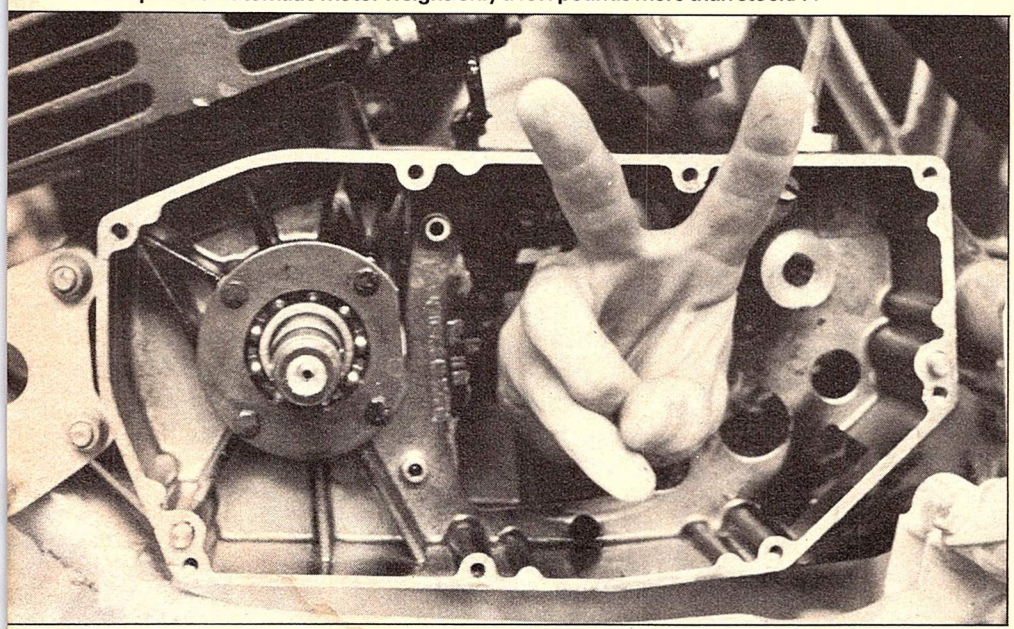
Popping wheelies, flying through the air and shooting roosts are all apart of the AXC's repetoire.



Look Ma, no shift lever! Lever on top of cases selects Neutral or Drive.



Husqvarnas Automatic motor weighs only a few pounds more than stock. . .



And the tranny can be taken out of the cases without splitting them, or even removing the motor from the frame.

HUSQVARNA 420 AUTOMATIC

wheel speed, but not what you need. This happens most often in medium radius turns where you would normally come in steady in one gear and then hit it hard in the next gear, right at the apex. With the Auto, the tranny will shift up as you approach the apex, and there won't be any punch left in the gearbox. In these cases, it is best to come into the corner and drag the brakes. By dragging the brakes, you can hold the AXC transmission down in the lower gear long enough to get a strong drive out of the upshift.

Keeping the engine running all the time makes the AXC work better. A little power, even if you have to fight it down to working speed with the brakes, makes the bike bite better in the turns, eliminates lag and loads the suspension for better feel.

DETAILS AND TRICKS

Working on the AXC is a snap. The tranny can be pulled out of the engine without removing the engine from the frame. Simply remove the side cases and slip the complete unit out. We changed the stock clutch springs to feed the power in at higher rpm. The stronger springs keep the gears from engaging until the engine reaches more rpm. Of course, more rpm means more power and stronger punch. The stock 42, 12 and 8-pound springs can be changed to 48, 17 or 22.5-pound springs. We experimented and determined that the best combo for our track was the standard 42-pound spring in first gear and the stock 8-pound spring in fourth. The stronger 22.5-pound springs should replace the stock 12-pounders in second and third gear. This change will give the bike more jolt in second and third while maintaining a broad first and smooth fourth.

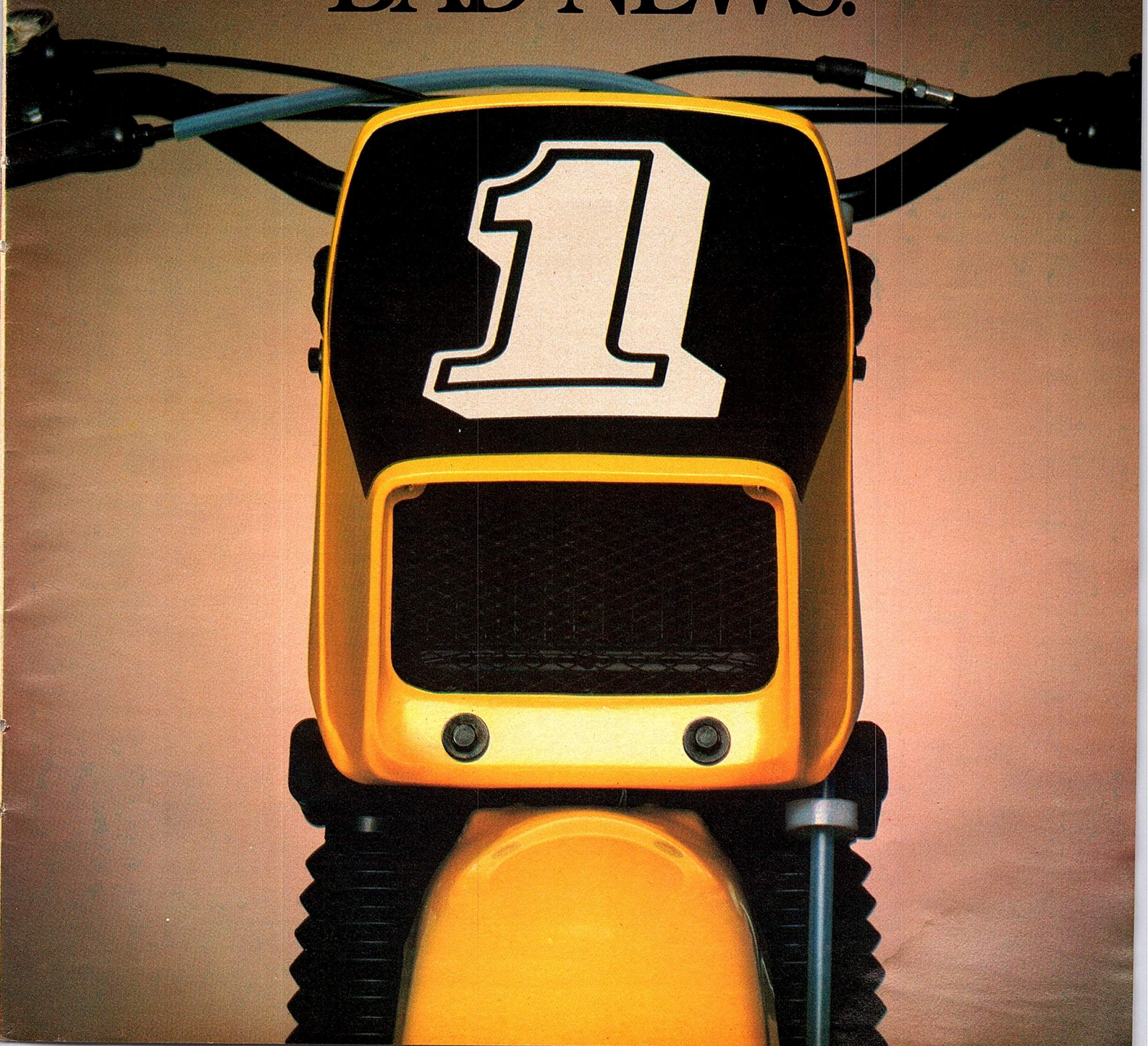
Don't port the engine to make more power, although more power is a good idea, but not ported rpm-type power. An Asch pipe will help make the bike run faster, but the thing that will make the biggest difference is when Husqvarna offers the AXC in a 500cc version.

Be sure and change the fluid in the transmission after every race. Husqvarna recommends that you use only Husqvarna Automatic Transmission Fluid. If the bike consistently kills the engine when you put it in Drive, it is possible that you have a broken spring on the first gear clutch. With a broken spring, the clutch has no tension and immediately engages itself, killing the engine. The spring is easy to replace and seems to be worth watching.

AUTOMATIC VICTORY

Husqvarna doesn't call the 420AXC a motocrosser, and they don't consider it to be one, but it is a good machine. It isn't fast enough for Pro level motocrossers, but in the hands of a good Junior or Intermediate, it can win. With more cubic inches, it could be the wave of the future. □

IF YOU GOT BEATEN BY A YZ LAST YEAR HERE COMES MORE BAD NEWS.



The bad news is, the 1981 YZ's are even more awesome than the ones you couldn't catch last year.

The good news is, you can buy one.

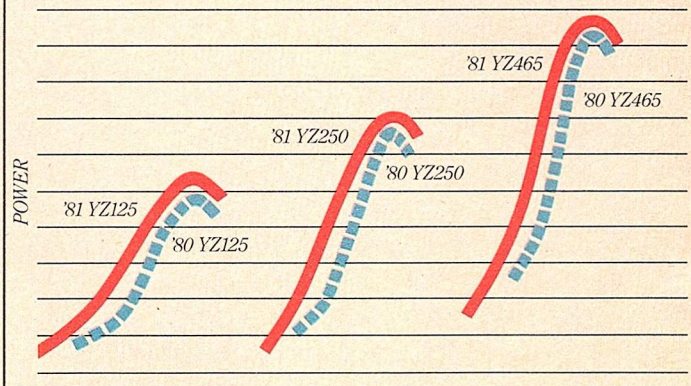
And reverse the trend.

This year, we made every one of our big machines more powerful than ever before. Not just the wide-open, flat-out variety, but a steady stream of *useable* power through out the rpm range.

No simple task, especially when you consider that we had to literally re-engineer each engine according to its size and performance characteristics.

There was no one formula. But a unique combination of ingredients to make them go fast, fast, fast.

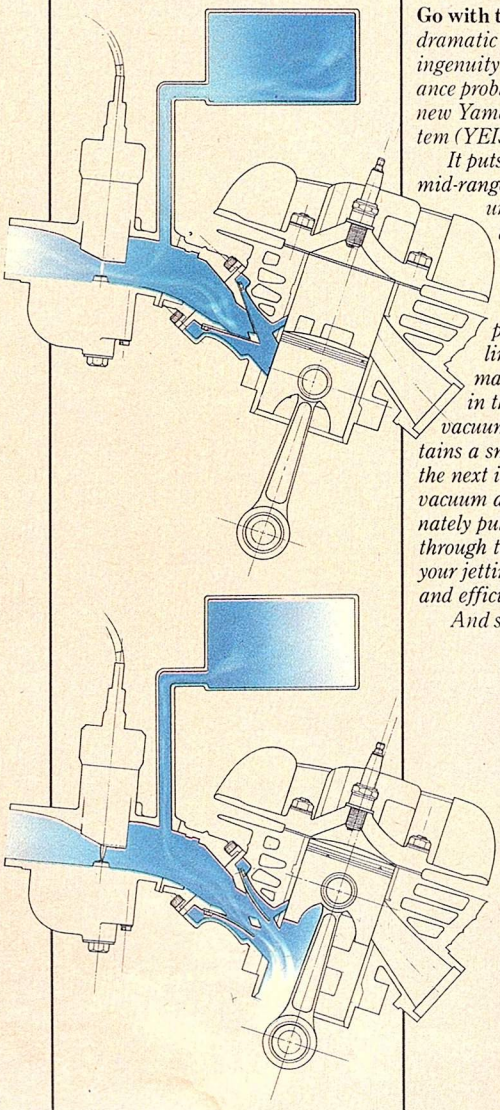
Graphic proof. *The results of all our power-boosting engineering efforts are reflected in the horsepower curves on this graph — 1980 vs. 1981. Looks like 1981 is going to be a very good year.*



Good timing. *A millimeter or two in port timing — both size and placement — can result in a real performance increase.*

For 1981, we've significantly improved both the intake and exhaust port timing on each of our big YZ's. And on the 125 specifically, the exhaust port has been moved from 30% off-center to the centerline position for a smoother exhaust flow.

In addition, all three YZ's sport a completely redesigned exhaust pipe for increased flow and maximum efficiency.

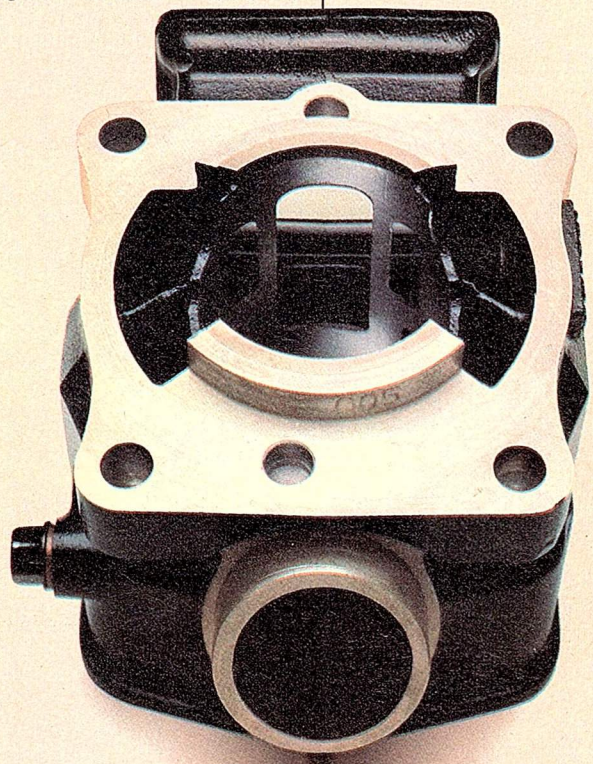


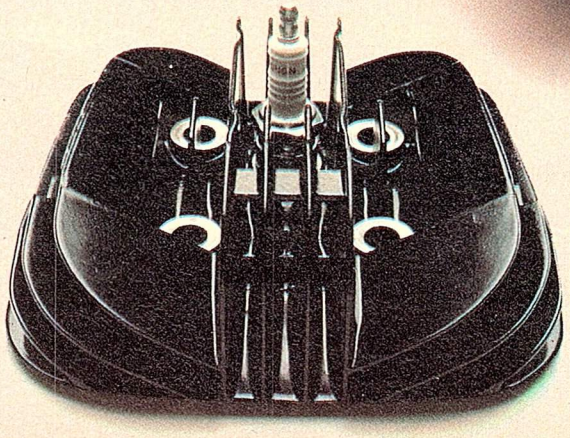
Go with the flow. *Perhaps the most dramatic example of Yamaha ingenuity solving a specific performance problem is our revolutionary new Yamaha Energy Induction System (YEIS for short) on the YZ250.*

It puts an end to the low and mid-range power drop caused by the uneven, pulsing flow of the air/fuel mixture, and the resulting need to compromise carburetor jetting.

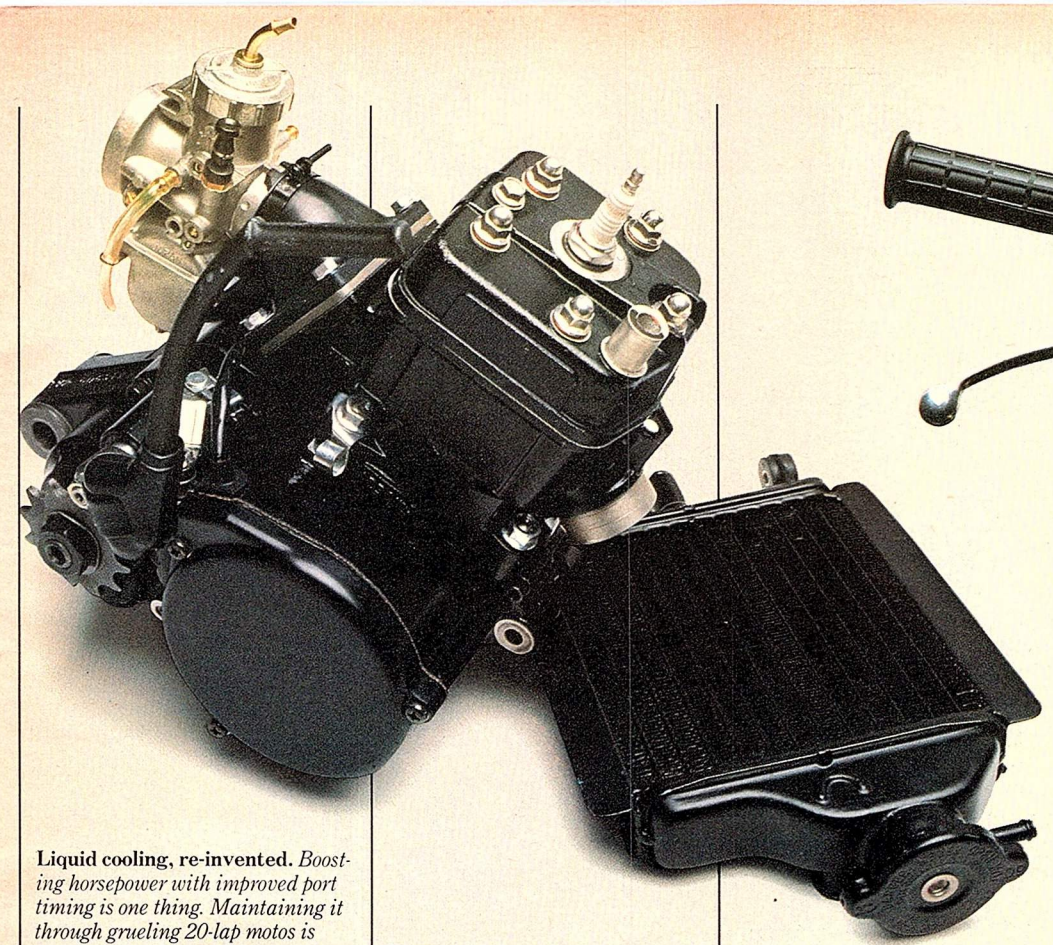
YEIS has no moving parts. Just a small chamber linked by a hose to the intake manifold. A vacuum created in the chamber by crankcase vacuum on the intake stroke maintains a smooth air/fuel flow until the next intake stroke. With engine vacuum and chamber vacuum alternately pulling this steady flow through the carburetor, you can set your jetting for maximum power and efficiency.

And set your sights on winning.





Even our minis give you more. Enclosed in their newly-designed, lightweight chrome-moly frames, the YZ60 and 80 engines sport totally new cylinder designs with larger transfer ports, larger reeds, and radial cooling fins just like the big bikes. Power to the little people!



Liquid cooling, re-invented. *Boosting horsepower with improved port timing is one thing. Maintaining it through grueling 20-lap motos is quite another for small-bore air-cooled engines.*

Our solution for the YZ125: liquid cooling.

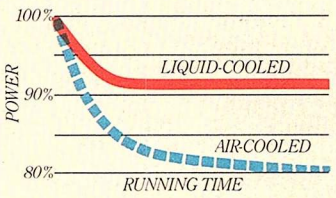
Of course, being Yamaha, we didn't just slap on any old liquid cooling system. We were ready with a truly innovative system proven over five years on our own OW works machines.

Our system not only allows higher peak horsepower tuning and maintains more of that power longer, but does it with less external bulk and less effect on handling than any other liquid cooled MX'er in the dirt.

The key to this accomplishment lies in how the coolant is delivered to and recovered from the engine: through the steering head, triple clamp and downtube of the bike itself!

As you can see in the cutaway illustration.

Power grab. *To help get all the aforementioned power to the ground as expeditiously as possible, our big YZ's have our new, smoother-action, more responsive bevel-gear throttle.*



Long life line. *This chart plots the percentage of peak horsepower maintained through the course of a race by our liquid-cooled 125 versus an air-cooled design. Impressive, no?*

The coolant flows through a series of ingeniously-engineered seals, from the radiator into the bottom of the steering stem, through the steering head, into the frame downtube, through the pump to the cooling jackets in the cylinder and head. And back again.

To make sure you finish the race with as much radiator as you started with, it's mounted behind a special protective number-plate cowl in front of the triple clamp. This is also the best position for maximum airflow.

There are no long, bulky hoses to twist or chafe between frame and steering system, or to snag on obstacles. Just two short pieces of hose between engine and frame.

The coolant pump is out of the way, inside the left crankcase cover. At 10,000 rpm, pump volume is in the neighborhood of 21 liters per minute, which means the coolant is completely recycled in less than 3 seconds.

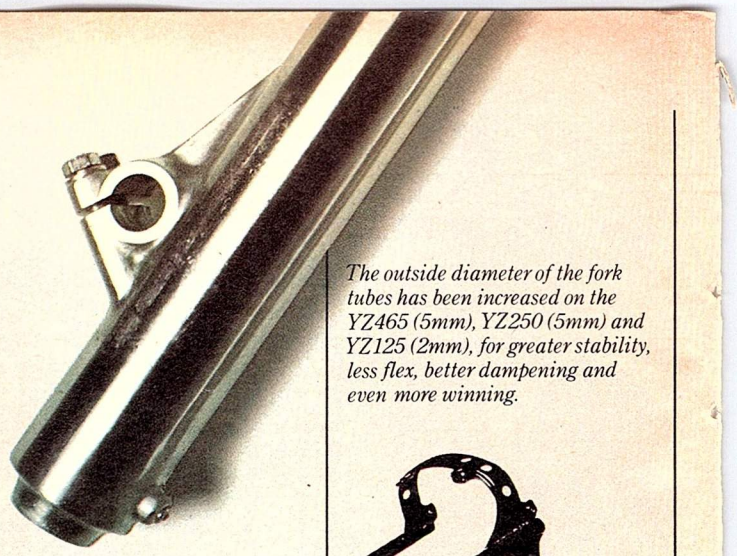
Engine parts that run cooler last longer.

So what else is new on the new YZ's? What isn't?

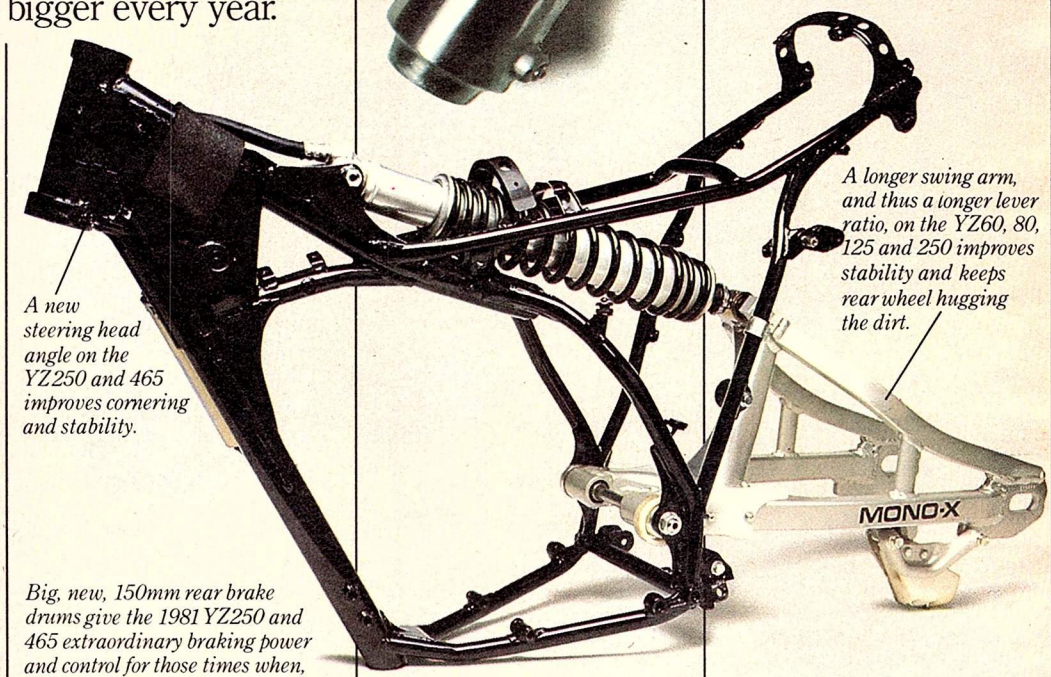
From rear Monoshocks to rear brakes, from fork tubes to foot pegs, our 1981 full-size MX'ers have been thoroughly re-thought to make as much use of their new-found power as possible.

And we didn't neglect our minis, either. Our YZ60 and 80 get bigger every year. In performance, if not in size.

Across the board, the 1981 YZ's are designed to take the holeshot. And go on for the whole shot.

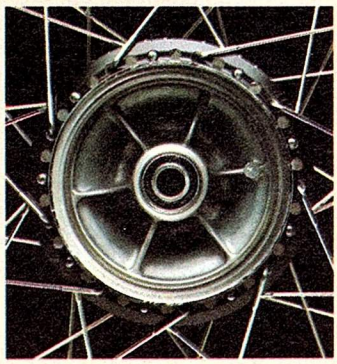


The outside diameter of the fork tubes has been increased on the YZ465 (5mm), YZ250 (5mm) and YZ125 (2mm), for greater stability, less flex, better dampening and even more winning.

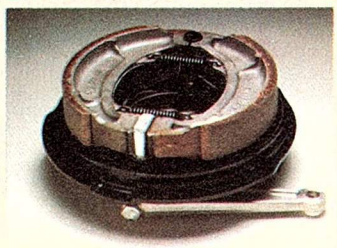


A new steering head angle on the YZ250 and 465 improves cornering and stability.

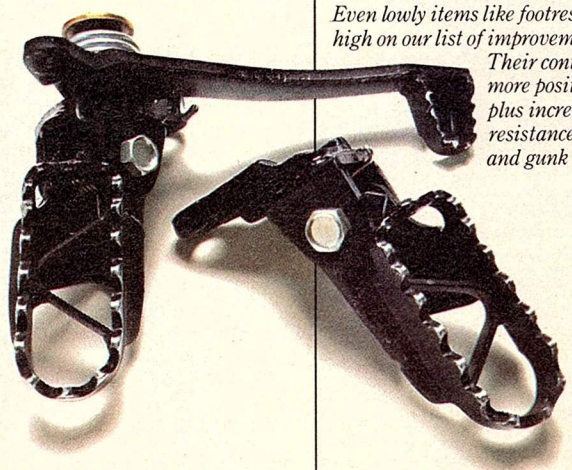
A longer swing arm, and thus a longer lever ratio, on the YZ60, 80, 125 and 250 improves stability and keeps rear wheel hugging the dirt.



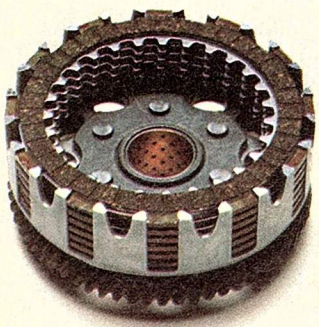
Big, new, 150mm rear brake drums give the 1981 YZ250 and 465 extraordinary braking power and control for those times when, like it or not, you have to slow down.



The front brake shoe shaft on the YZ125 now features an eccentric cam, like the YZ250, for a dramatic increase in braking pressure, leverage and power.

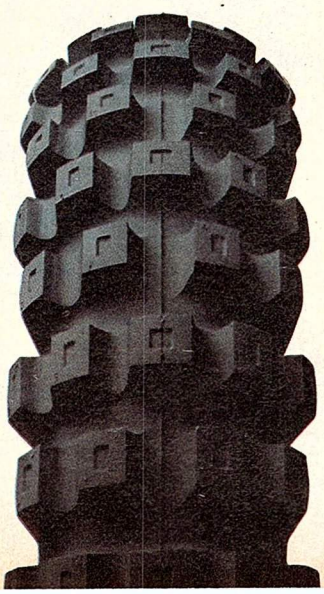


Even lowly items like footrests are high on our list of improvements. Their contribution: more positive grip, plus increased resistance to mud and gunk and such.

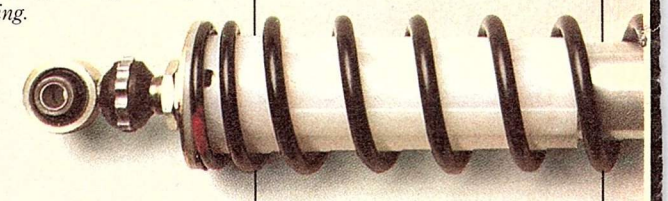


The new, improved clutches on the YZ125 and 250 are stronger and more reliable.

There are three reasons for the unique and very effective new tread design on the YZ knobbies: blasting the berms, whipping the whoop-de-doos, and streaking the straights.



The YZ250 and 465 Monoshocks offer more dampening adjustment stages (from 18 to 24) for even finer fine tuning.



YZ60

YZ80

YZ100

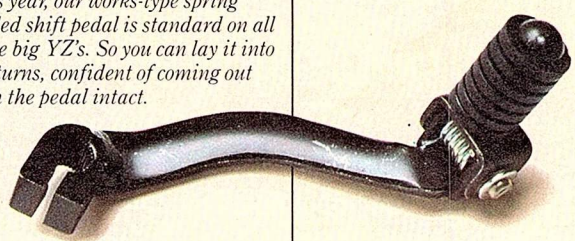
YZ125

YZ250

YZ465

This year, the YZ80 Monoshock takes after its big brothers with a remote reservoir for more efficient cooling. And a brand-new progressive-rate spring for better control.

This year, our works-type spring loaded shift pedal is standard on all three big YZ's. So you can lay it into the turns, confident of coming out with the pedal intact.



When you roll your new YZ out the door, it's not goodbye. To see what we mean, just turn the page.

WITH EVERY YZ YOU BUY YOU GET A FREE FACTORY.

When you buy a Yamaha, you not only buy the state-of-the- art engineering that made us number one, but also the day-to-day know-how that keeps us there.

Our Competition Support Program makes the nuts and bolts of our technical expertise easily accessible to you.

We'll share team secrets.
At many dealers, you can step up to our Team Yamaha Center and get up-to-the-minute, detailed information about outfitting and fine-tuning your bike for competition.

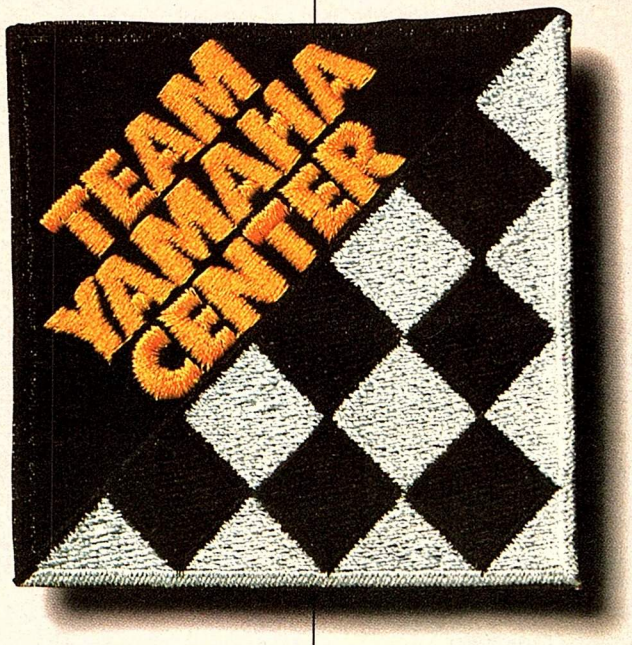
In our Competition Wrench Reports, for example, you'll learn our very latest discoveries in adjusting and modifying your racing machinery. Everything from how to get the most out of your Monoshock suspension system to tips on what kind of tire Brock Glover prefers on what kind of track.

And to keep you posted on the national standings, your dealer will receive Yamaha race result mailgrams on a regular basis.

Yamaha's dial-a-wrench.
When you find yourself elbow-deep in grease and not quite sure what the next step should be, wipe off one hand and reach for the phone.

One call to your nearest Team Yamaha Center will put you in touch with some fast answers.

Each Team Yamaha Center has a direct line to Yamaha's Engineering department. Your dealer can call and get the information you need. When you need it.



Portions of the Yamaha Competition Wrench Reports will be printed periodically in Cycle News. So if you happen to miss one at your dealer, you're still in luck.

Yamaha gets behind you.
These are just some of the ways we support our YZ riders throughout the season.

As the winningest motorcycle manufacturer in the world, we realize that there's a lot more to competition than the glory of the winner's circle. There's the everyday down-and-dirty work that gets you there.

At Yamaha, we're convinced that the best way to keep you out in front is to stand behind you.

YAMAHA
THE WAY IT SHOULD BE.™

SUSPENSION

KX STRUTS & ROCKERS

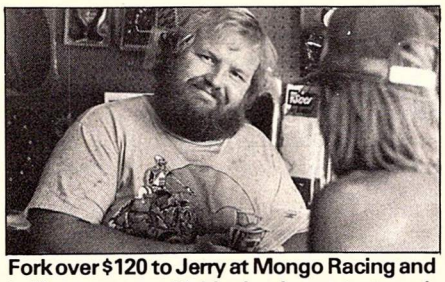
Toxic Shock Syndrome

By Dennis "Ketchup" Cox

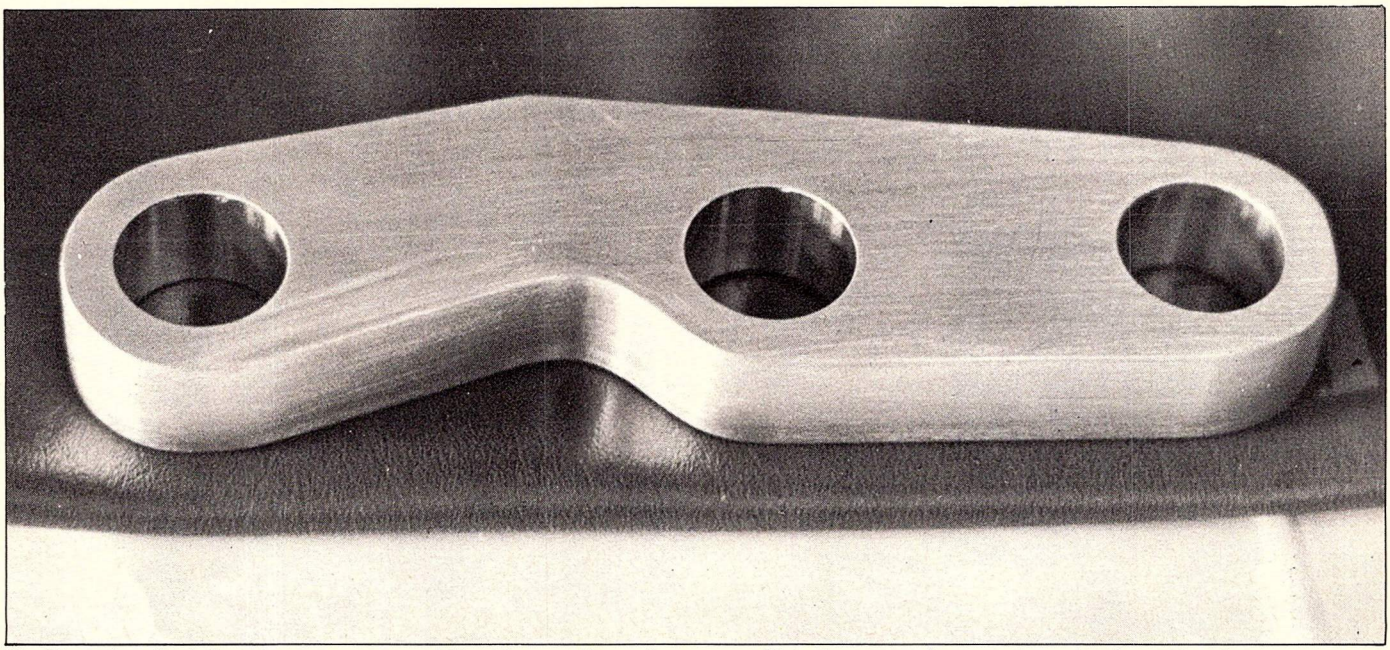
☐ While the KX125 Kawasaki isn't setting the motocross world on fire with its blazing speed and warp-drive power, it *is* one of the better handling and suspended bikes in its class. Once you get the anemic motor working, you might like to refine the suspension to the ninth degree.

THE NINTH DEGREE

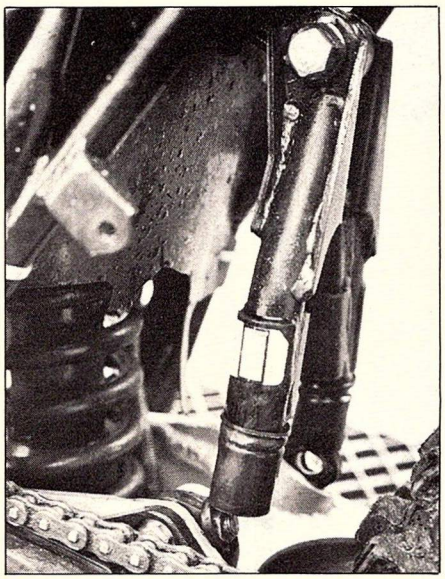
One of the early problems with the Uni-Traks was the stock steel, rear swingarm struts and pivot rocker arm that the uni-shock travels through. The stock steel struts were prone to breakage and metal fatigue due to the tremendous loads being exerted through the levering action of the swingarm. The pivot rocker arms were also causing trouble because the leverage of the shock would end up pinching the central heim joint on the pivot arm, in turn, freezing the shock in its travel. Either that, or it would wallow out and loosen up causing the struts to contact the frame cross brace behind the air box, as we mentioned in the KX125 test in Sept. '80 MXA.



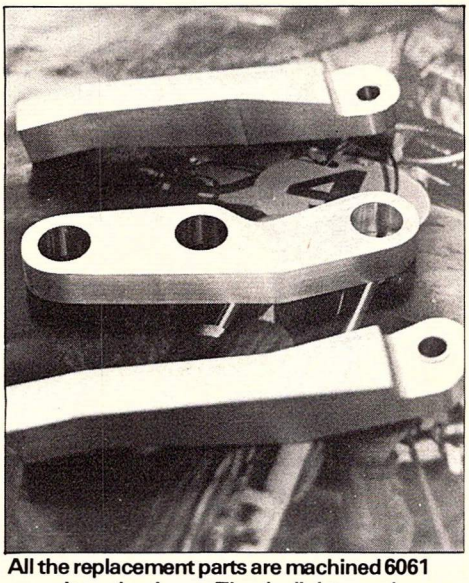
Fork over $120 to Jerry at Mongo Racing and he'll set you up with his aluminum struts and rocker arm for your KX.



You'll need to check the tolerances on your old bushings and have them pressed into the new rocker arm at your local machine shop.



We broke the pivot bolts on our first KX but the struts and pivot arm were co-conspirators.



All the replacement parts are machined 6061 one-piece aluminum. They're lighter and stronger than stock and most of all, available.

MONGO TO THE RESCUE

Jerry at Mongo Racing has come out with aluminum replacement struts and pivot rocker arms for the Kwackers. For a cool $69.95 ($79.95 for the 250 or 420 struts), he'll sell you his machined 6061, one-piece, gold anodized swingarm pivot struts. For an additional $49.95, he'll sell you an aluminum replacement pivot rocker arm that is both lighter and stronger than the original.

You'll need to press out your old bushings and have them pressed into your new rocker arm, but, if you send Mongo the bushings, he'll do this for you for free.

WHAT WE DID

We installed the struts and pivot arm on our KX125 and went racing. The struts were no problem to put on. Just whip the old ones off, making sure you note the distance between the pivot bolt retaining nut and the edge of the bolt, as the distance determines

(*continued on page 82*)

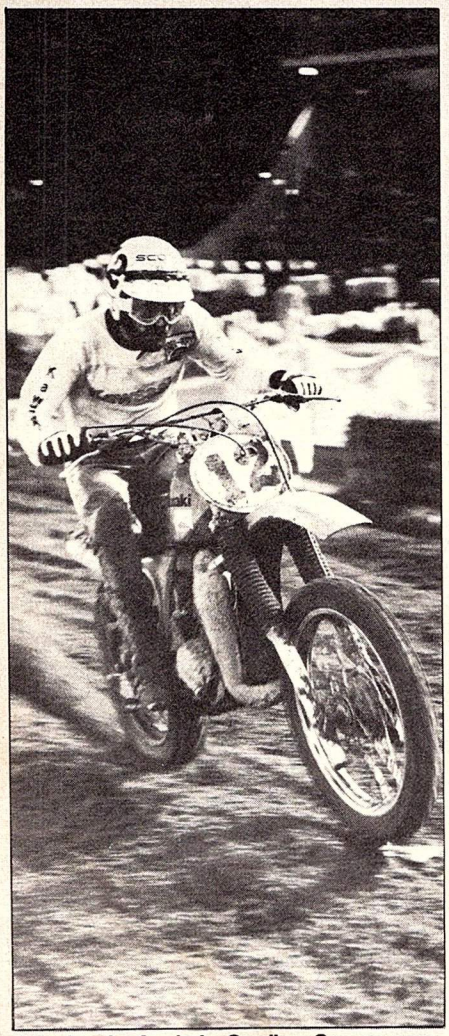
IN MEM

GAYLON

1954-

☐ Gaylon Mosier is dead. Gaylon was hit by a truck while training, prior to the Unadilla Trans-USA. Everyone who is involved in motocross will miss Gaylon, because he was the epitome of what American motocross stands for. Raised on the hyper-competitive tracks of Southern California, Gaylon made his mark on motocross with flair, hard work, aplomb and grace.

Starting as a privateer on a Maico, Gaylon left the sure victories at home to try his luck on the gruelling National Motocross circuit. Driving in his trusty Dodge van and towing the most *minuscule* of all mobile homes, Gassin' Gaylon attracted enough attention to be selected to the then *new* Team Honda. Gaylon's teammates at Honda were Marty Smith, Bruce McDougal, Chuck Bower, Rex Staten, Bill Grossi, Rich Eierstedt, Gary Jones and DeWayne Jones.



Winning the Anaheim Stadium Supercross in 1978 was Mosier's biggest win.

Gaylon had what so many other riders lacked; style. Wheelies, cross-ups, knee-outs and table-tops were all part of Mosier's racing approach. In the days when the Europeans were wiping us off the tracks of America, the flashy Southern California riders gave the beleagured fans something to cheer about.

Back on Maico after a big Honda shake-up, Mosier set about building onto his awesome natural talent. Each year he got better and better; each year he added more per-

MOSIER

1980

sonality and humor to the sport of motocross.

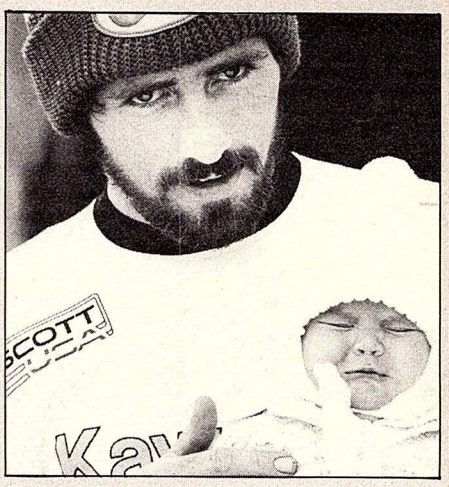
It was Gaylon who wore the pirates hat on his helmet during the Nationals in 1975, earning himself the nickname *Captain Hook*. It was Gaylon who went to the 500cc USGP at Carlsbad in 1976 with a large, fake rubber nose, to add a touch of humor to the grim proceedings of chasing World points. It was Gaylon Mosier who went to the Jim West Memorial Motocross, following West's untimely death at the Saddleback Trans-AMA, and vowed to the crowd to "Win this one for West!" And he did just that.

Kawasaki signed Gaylon up in a suprise move in 1978 to race the 125 Nationals. Not known as anything but a big bore rider, Gassin' Gaylon rode the wheels off of his Kawasaki tiddler to finish second overall behind Broc Glover. 1979 began to pay off. After a slow start in the 500 Nationals, Mosier started to smoke. He blew every rider off the track to win two 500 Nationals and move into solid contention for the 500 National Championship. It would have been a dream come true for the gallant rider from the beaches of California, but it wasn't to be. A broken leg at Rio Bravo Motocross Park forced Gaylon out of the hunt, and the title went to Danny LaPorte.

(*continued on page 84*)

One of the most stylish riders in America, Gaylon lofts his Maico over a 1976 Trans-AMA jump.

Jim Gianatsis



Gaylon Mosier the racer was also Gaylon Mosier the family man.

Back in 1973, Gaylon was a member of the first major Honda Team. His teammates read like an encylopedia of motocross.

4
CHALLENGE
KHOUDYAKOV
speedmode
KTM

WORLD TEAM CHAMPIONSHIPS

MOTOCROSS & TROPHEE DES NATIONS

Everybody was there, but us

By Jack Burnicle

☐ Belgium, the mightiest of the world's motocross countries, had triumphed in the 250cc Trophee des Nations for a complete decade between 1968 and 1978. Then last year, in a damp and greasy cliffhanger outside Stockholm, they faltered and were well beaten by Russia and Sweden.

TROPHEE DES NATIONS

As the European motocross elite assembled at Maggiora, in the beautiful hills of Northern Italy, the inevitable question was being asked. Could anyone prevent them from reclaiming their almost rightful crown? Their squad could hardly fail to look impressive. It contained the three newly crowned individual world champions, Harry Everts, Georges Jobe and Andre Malherbe, backed up by 500 Grand Prix contender Andre Vromans.

Principle opposition was the hardy Russians, reunited for their title defense with the Austrian KTM factory after an abortive season on CZs they were headed by venerable 250 campaigners Guennady Moiseev and Vladimir Kavinov. Back-up men were: experienced 125 runner Yuri Khoudiakov, who rode brilliantly in Sweden last year; and the reintroduced Anatoly Ovchinikov, veteran and one-time victor of 250 and 125 Grand Prixs in the mid-seventies, but not seen in the West for the past couple of years.

Other strong teams looked to be the Italians with guaranteed vast and rowdy support from their home crowd; Sweden, headed by ex-250 champ Hakan Carlqvist, and Holland. But both the latter teams lost a man in the Saturday afternoon qualifiers when Swedish veteran Arne Lindfors and Dutchman Henk van Mierlo were injured.

Also bound to be competitive were the thinly disguised Italian backup men, nebulously entitled *San Marino*. "Our Italian number two squad? Correct!" grinned a sly native journalist!

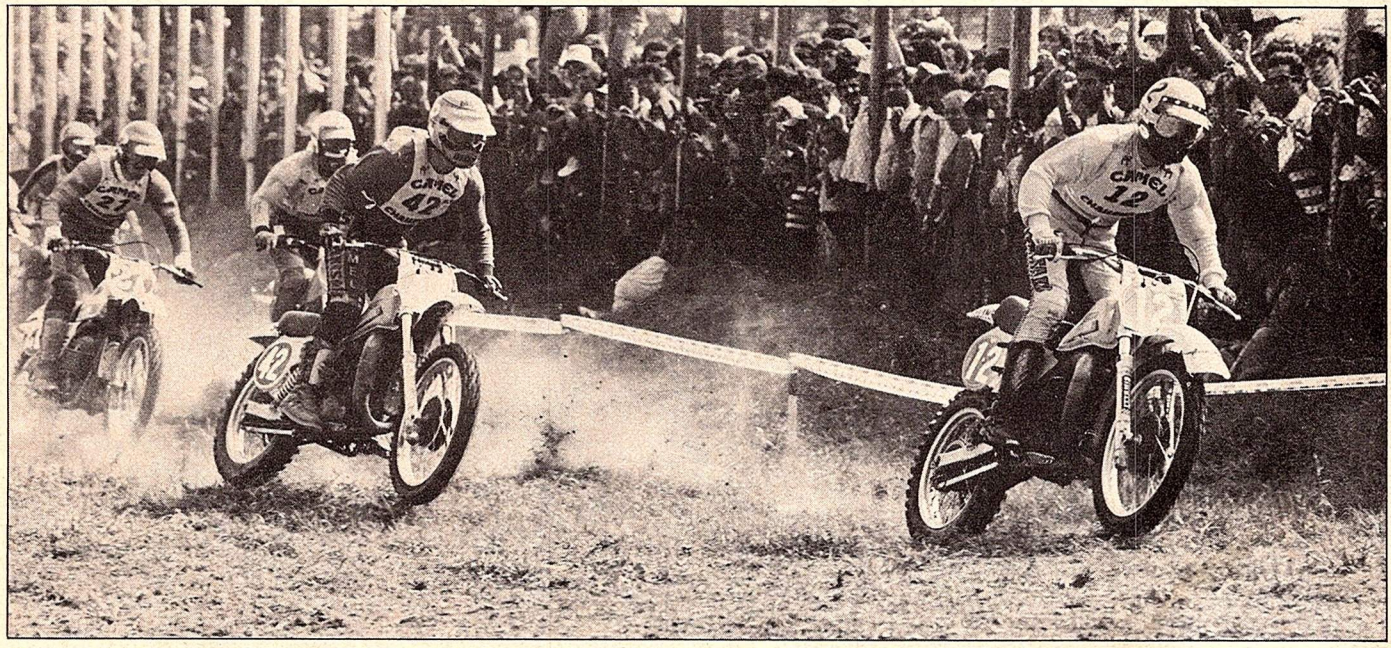
Despite Harry Evert's drastic and incomprehensible loss of form and a first turn pile-up which delayed Vromans (Yamaha), as well as arch-rival Yuri Khoudiakov, the Belgians were smoothly led to a first race victory by World 250 Champion Georges Jobe (Suzuki). Second all the way and obviously enjoying his brief return to KTM was Russian team leader Moiseev, but behind him the USSR's challenge lay smitten.

Kavinov had collided off the start with Holland's Benny Wilken (KTM) and raced to a lonely seventeenth place. Ovchinikov collected a rear tire puncture, and the gallant Khoudiakov, having forced through the pack to tenth place, was rudely halted with two laps remaining when his back wheel splintered. Third place was taken by World 500 Champion Andre Malherbe on the flighty water cooled Honda. He pulled up to within a second of Moiseev at the flag, ahead of Yamaha's Carlqvist. The big Swede had somehow shouldered his way through from twentieth on the opening lap.

An early push from France was prematurely halted when Patrick Boniface (KTM) crashed on the third lap, leaving his nineteen year-old compatriot Patrick Fura in a fine third until his Husky broke a piston just after half-distance.

Even counting Everts' lacklustre thirteenth spot, the Belgians were ten points clear of Italy, headed by 125 Grand Prix challengers Corrado Maddii (Aprilia) and Michele Rinaldi (TGM). Maddii's sixth position, however, was gained courtesy of San Marino's Franco Perfini (Gilera), who rolled back the throttle on his final lap and allowed Maddii to slip by.

The normally genial Everts was unable to explain his radical loss of form. "There is no problem with the bike, it is me," he stated



Georges Jobe explodes into the first turn in Italy ahead of Gerard Rond and Frenchman Patrick Boniface (27). The crowd was kept behind a chain link fence eight feet high.

Andre Malherbe (9) helped the Belgians to victory with a strong third in the first moto of the Trophee. Pursuing Corrado Maddii finished sixth on the Aprilia 250.

flatly, after fading sharply from ninth place in the closing stages. "I had some trouble with my grip, but mainly the problem is up here," he added, tapping his head meaningfully.

To prove the point, the tiny 28 year-old Suzuki ace went out and crashed on the opening lap of race two, hurting his ribs but, thankfully not, as first suspected, breaking any bones.

Jobe fled from the second race gate, obviously intent on a double top, but he unloaded, uncharacteristically on the second lap and handed the lead to Italy's Maurizio Dolce (Maico), who had suffered a rear flat in the first moto.

The crowd, 35,000 strong, went absolutely crazy! Every lap, as the Italian burst on to the finishing straight, the entire sun-baked auditorium erupted into a deafening, delirious frenzy, further fueled by Perfini in second place and Italy's Maddii, Dario Nani (Gilera) and Rinaldi briefly lying third, fourth and sixth.

But it couldn't last. While Dolce swept on to a thoroughly deserved and ecstatically acclaimed win, the rest of the Italian effort cracked up. Perfini, after a long and brave repulsion of Rond's attacks, lost his silencer, Rinaldi pitted for five laps to change a mangled back wheel, and Maddii and Nani slipped back into the fiercely contested midfield. There they lost out to Malherbe and Vromans as the Belgians mounted an irresistable mid-race assault, which offset Everts' first lap departure, taking them to a healthy overall victory.

Malherbe, in particular, staged a lurid recovery from a third lap spill that dumped him in the eighteenth spot. "I crashed because there was so much dust that I couldn't see where I was going," he remarked, afterwards, with characteristic aplomb.

Carlqvist was less fortunate. He had fallen awkwardly on the opening lap and badly dislocated the little finger of his left hand. Still he conquered the resulting agony to finish twenty-second. This helped Sweden's depleted trio to snatch third position, by a single point, from San Marino and Holland. "Many times during the race I thought, 'Now I must stop!' But I had to think of the team and keep going!" said a delighted "Carla" after hospital treatment had eased his discomfort. His bravery was backed up by Conny Carlsson's superb ninth spot, earned in a scorching, race-long battle with Ovchinikov and Kavinov. Their teammates, Moiseev and Khoudiakov, however, had both been sidelined before half-distance and the Russian attack petered out.

Although Rond had a spirited ride, his fellow Dutchmen, Wilken and Kees van der Ven (Maico), had both crashed downfield. Wilken eventually finished seventeenth and Kees van der Ven finished twenty-fourth.

WORLD TEAM CHAMPIONSHIPS

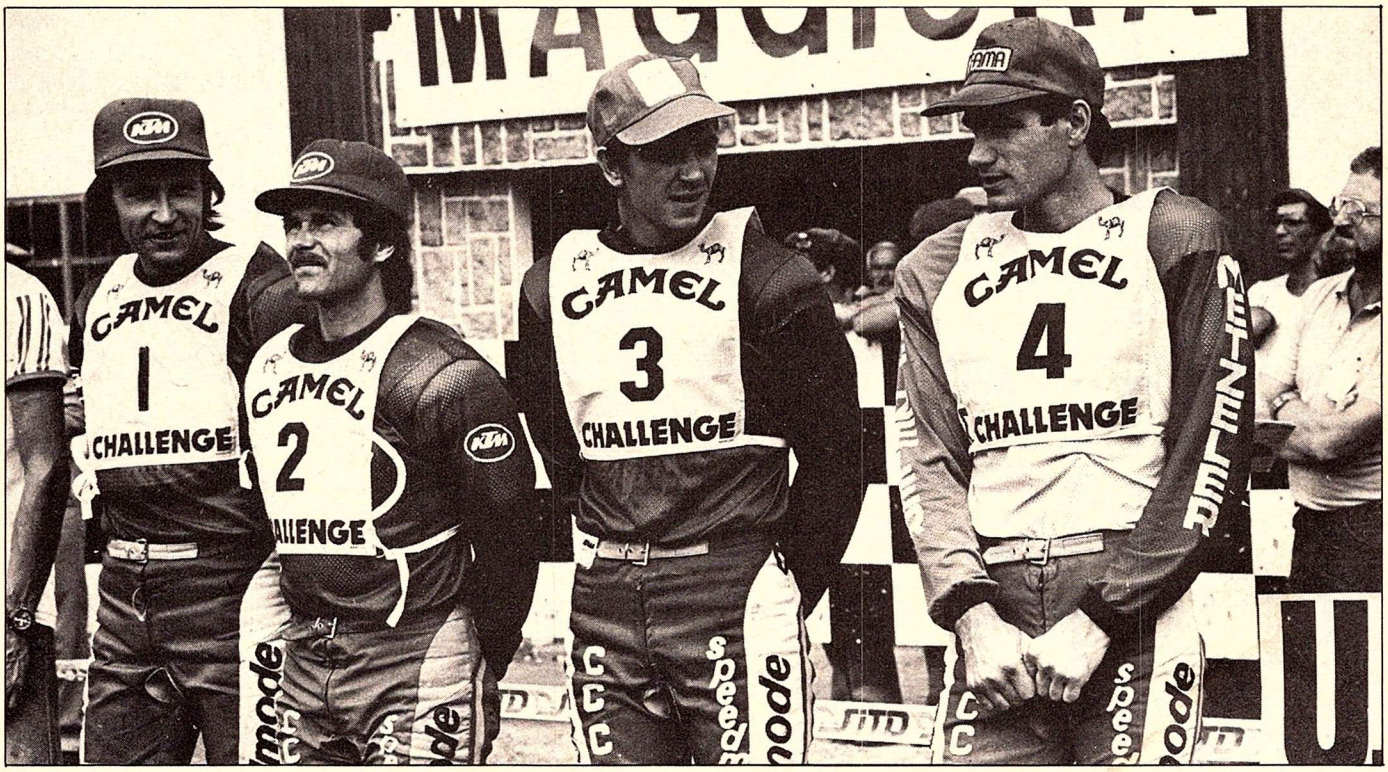
Belgium had captured four of the five world titles for 1980. Only the Motocross des Nations remained. With Sweden and the host nation Great Britain (who failed to qualify in Italy) especially depleted by injuries, it looked like an almost foregone conclusion that Belgium would capture the remainig race, also.

RESULTS
TROPHEE DES NATIONS

1.	Belgium	35
2.	Italy	49
3.	Sweden	77
4.	San Marino	78
5.	Holland	78
6.	Russia	81

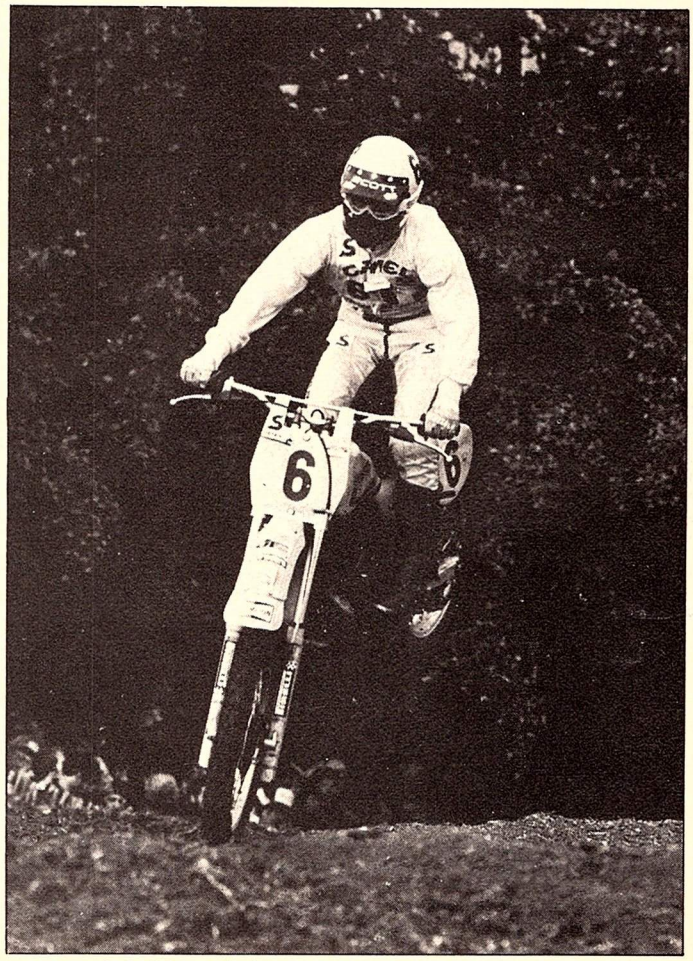
Yuri Khoudiakov picks up his KTM after a first turn crash. With the pack out of sight, he raced back into the top ten. Austrian George Reiters' machine was wasted.

From out of nowhere came Maurizio Dolce to blaze to a second moto victory against the combined might of World motocross.



The Russian team won the Trophee last year, but for Moisseev, Ovchinikov, Kavinov and Khoudiakov, misfortune couldn't be off-set by determination.

In his first 500 ride on the works Suzuki, new 250 World Champion George Jobe styled for a while.



Although, it did get a little out of shape later in the moto.

MOTOCROSS DES NATIONS

As widely anticipated, Belgium cruised to an overwhelming victory in the following week's 500cc Motocross des Nations at Farleigh Castle, Wiltshire, in the heart of England. Appropriately spearheaded by 500cc title holder Andre Malherbe (Hon), they took five of the six positions in both motos, interrupted only by a tremendous second-race ride by Great Britain's ninteen year old Suzuki pilot Dave Watson.

The distant battle for second team behind Belgium was won by Holland, who, thanks to consistent rides from Gerard Rond (Suz), out pointed Germany, strongly led by Honda's Rolf Dieffenbach.

A first moto holeshot by Sweden's Arne Lindfors (Yam) was soon eclipsed by Malherbe and his compatriots, Georges Jobe (Suz) and Ivan van den Broeck (Mai). This strong Belgian trio quickly established a stranglehold on the race as Lindfors came under dual British fire from Watson and Geoff Mayes (Mai). The former steamed inside the Swede on lap three, tearing down half a dozen trackside posts in the process, but Mayes clipped a post more lethally, two laps later. He then fell to twelfth spot between Dutchmen Gerrit Wolsink and Kees van der Ven.

Britain's other team members, Pete Mathia (Mont) and Vic Allan (KTM) were hustling through the tailenders, but just as Mathia caught Allan, the Montesa punctured a tube and he lost a vital lap in the pits while performing a lightning-fast rear wheel change.

At half-distance, after a rousing struggle, Watson succumbed to Rond. The stocky Dutchman closed in on van den Broeck but never quite got on terms. He crossed the line three seconds behind the third triumphant Belgian. Watson hung on in fifth, comfortably ahead of Frenchman Jean-Jacques Bruno (Suz), but Mayes tried to pass Bruno's teammate, Richard Boniface (KTM) and crashed while flat out in fourth.

Bruno was followed home by Andre Vromans (Yam) and Wolsink, who narrowly survived a late onslaught from German Dieffenbach. The swarthy German, out for only the second time on a works Pro-link Honda, had stalled on lap two when twelfth, restarted twenty-fifth, and charged through the pack in great style.

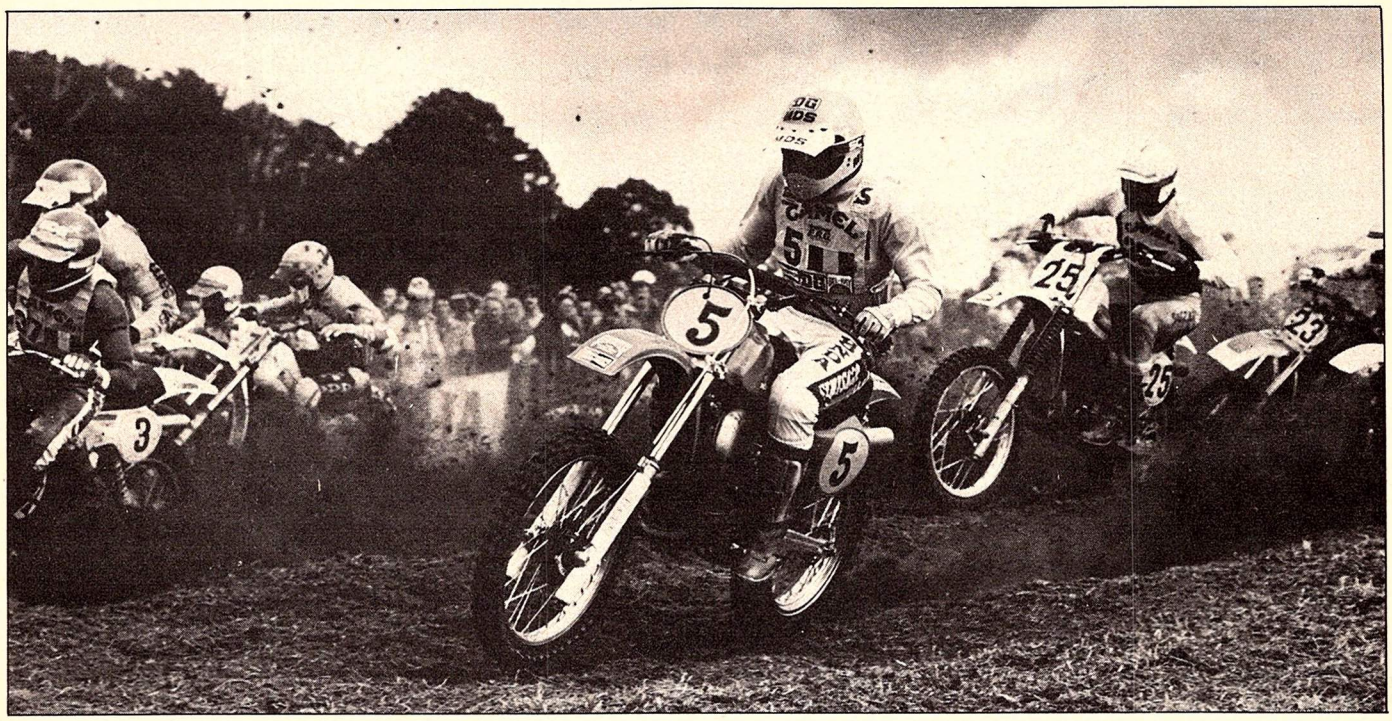
Another outstanding recovery, on a track where passing was difficult, came from Sweden's Conny Carlsson (Husq), who placed twelfth after a second lap uphill tumble left him at the back. His companion Arne Lindfors, troubled by a back injury sustained the previous week in Italy, clung on bravely to finish an uncomfortable tenth in front of van der Ven.

Vic Allan eventually made seventeenth, after wrestling his way past Patrick Boniface (KTM) in the closing stages. The Frenchman was still hampered by the arm he broke during the French 250 Grand Prix He also succumbed to teammate Patrick Fura (Husq), who had crashed early on.

Thus, the tussle for second place behind the Belgians was headed by Holland, ahead of Germany and the gallant Swedish squad, reduced to three men for the second successive weekend. Hakan Carlqvist had walked smoothly away with the second qualifier the previous afternoon, but a minor spill en route aggravated his wretchedly injured finger, and he had to pull out of the main confrontation.

This was especially unfortunate. The imposing Swede was one of the few riders who liked the awkward, lumpy track. Another was Rolf Dieffenbach: "It demands very exact riding, precise lines and good throttle technique," explained the thirty

WORLD TEAM CHAMPIONSHIPS



Under a typical British sky, the 500cc bikes roar into action. Andre Malherbe (5), Walter Grunler (25) and Fritz Kobele (23) try to hook up inside.

Back aways came the mid-packers led by Conny Carlsson (49), with a silly Swedish flag on his helmet.

year old German, between motos.

Not so keen were Georges Jobe and Kees van der Ven, who both queried vast tracts of unused grassland which lay within the boundaries of the existing circuit and wondered why they could not be utilized. The savagely bumpy nature of the course made them question the absence of bulldozing in order to open up some variety of lines on the more accessible sections.

The only retirement from moto one had been Austrian Heinz Kinigadner (Puch), who broke his chain after a bright top-ten start. He then created mayhem at the first corner of the second moto, bringing down Italy's Arno Drechsel (Kaw) and the luckless Vic Allan as van den Broeck and Watson led the way.

On a second turn, a ninety degree left hander, Mathia was also down, torpedoed from behind by Germany's Fritz Kobele (Hon). But Watson was making amends. Cheered on by the British crowd, he forged past van den Broeck and held off Malherbe for three glorious laps before the World Champion tramped through and edged away.

(continued on page 80)

Rolf Dieffenbach (22) launches himself skyward in pursuit of Yvan van den Broeck during their superb second moto battle in England.

YAMAHA PW50 YZINGER

Future bike for future stars

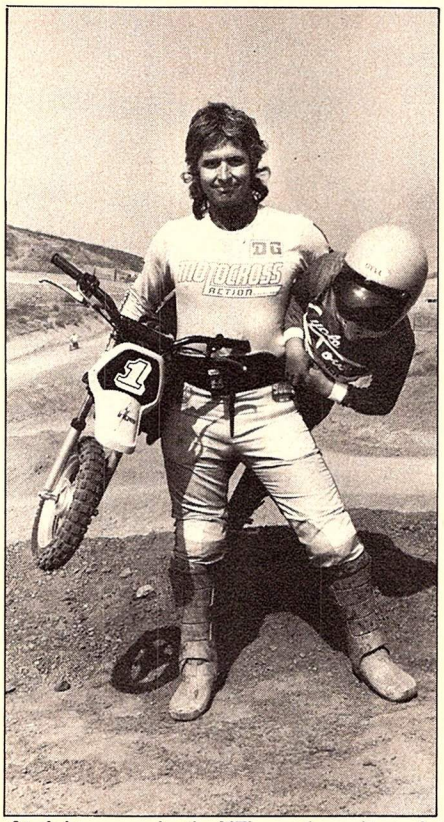
☐ Unlike child abuse, child labor and child pornography where the children are victims of adults, child motocross, better known as minicycle racing, is a classic case of children victimizing adults. It was bad enough when 12 year olds could hit Pops up for a $700 80cc pocket rocket, but then the invention of Junior Cycles—six-speed, 60cc motorcycles for 9 year olds—had to come along. Hold on to your hat, because the new wave of mini-mini motocrossers is just starting and the target age is 5 years old. The tracks of America are soon going to be littered with diaper pins and lollipops!

The latest in this downward swing is the Yamaha PW50. The Yamaha YZinger is the most innovative of the mini-mini line-up. Italjet and Suzuki have engaged in a mighty mini-mini war for the past two years with Italjet taking the horsepower laurels and Suzuki holding an edge in handling.

Year in and year out, Italjet has clinched the National and World Championships (it's ture, they have their own World Championships) thanks to the factory supported riding of King Richard Saxton. The Yamaha YZinger isn't designed to overthrow King Richard, but will probably become the mainstay of the class because of its maintenance-free construction.

FLOATING ENGINE

Yamaha has equipped the PW50 with some very sano space age accessories: pressed steel mag-type wheels; funny car plastic body; case reed induction motor; drive shaft and the moped inspired floating engine. In order to make the drive shaft applicable to the bumps and jumps of motocross, the rear transfer case, drive shaft and engine are one solid unit. When the rear wheel goes up, the engine moves down; as the rear wheel returns, the engine comes back up.



At eighty pounds, the YZinger doesn't need a fancy trailer. Grab it and kid, and head for the hills.

The key to the floating engine design is a rubber mounted pivot point directly below the tank/seat juncture. Making a drive shaft engine that worked without pivoting the motor would increase the cost and complexity. With under three inches of rear wheel travel, the system works flawlessly with its 5 to 8 year-old pilots aboard.

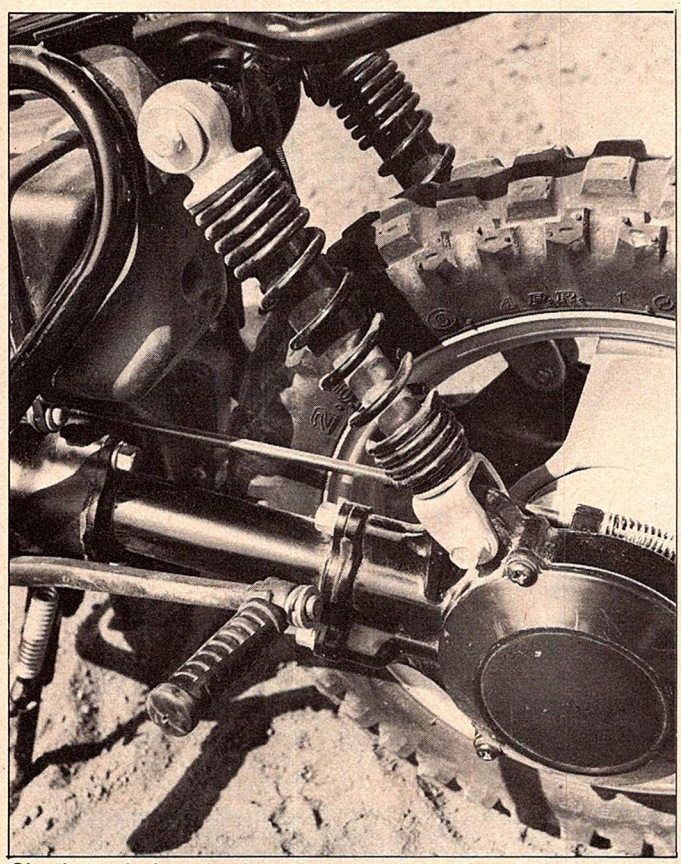
The motor is a centrifugal clutch automatic that runs strong and torquey in its one-speed mode. The top speed is theoretically geared for 18 mph, but greater speeds are possible. The motor feeds off of a 12mm Mikuni carb that is aspirated directly into the crankcase via reed valves. The engine could pass for a rotary valve because there is no external intake port opening on the cylinder. It is simply a pure case-reed induction system. The exhaust pipe is very well tucked in, and whisper quiet.

For inexperienced riders, the YZingers come with a restrictor in the exhaust system that keeps it from building up much steam. With the restrictor out, the 40mm x 39.2mm bore and stroke makes 2.8 foot-pounds of torque at 4500 rpm.

Everything is pint-size and designed for safety. The handgrips are minute. Starting the engine requires a special drill, devised to make the bike safer. To start the motor, the kill button switch must be pushed to

Although the styling hints of Kenny Roberts, the PW50 is a striking little machine.

Popularity is a YZinger and a smooth berm.



Shocks work okay, thanks to the bob weight effect of the floating engine. The PW50 could be hot if accessory pinion gears become available.

A shaft drive roost courtesy of Yamaha and 49ccs of power.

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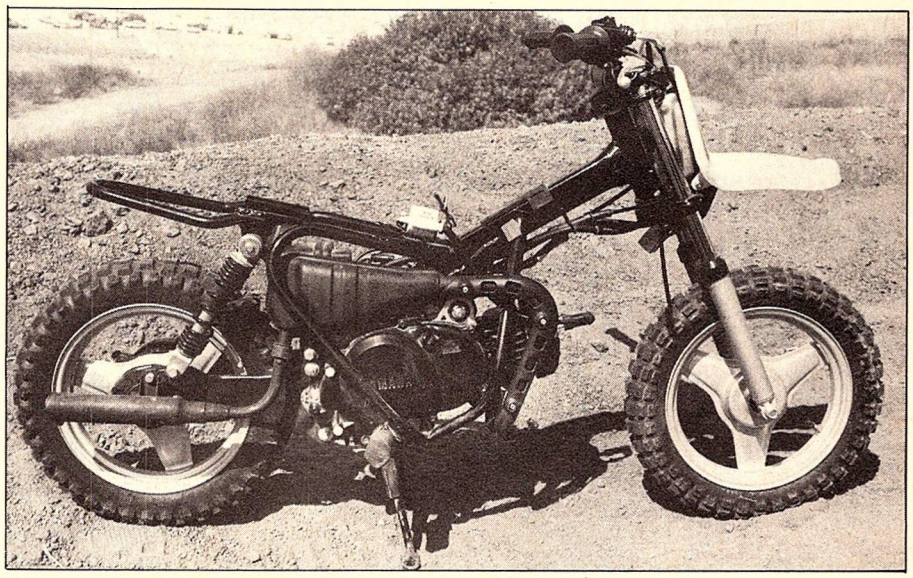
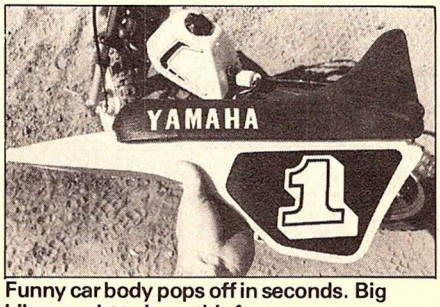
YAMAHA PW50



Stripped of its plastic, the unusual frame design and floating engine become visible.



Funny car body pops off in seconds. Big bikes ought to have this feature.

Start. In the *Start* mode, an ignition rev limiter stops the bike from being revved. This keeps Junior from firing the YZinger up and ricocheting off the side of the van. When the engine is fired up, the switch must be pushed to *Run* before the throttle will turn enough r's to engage the centrifugal clutch.

SPACE AGE LOOKS

The seat, sidepanels and rear fender are one-piece. With the quick removal of two bolts, the frame can be bared in seconds. The funny shaped gas tank holds half a gallon of straight gas and is covered by the overlapping edge of the saddle. Oil for the injection system is kept in an Autolube container behind the front number plate. The front number plate is also the front fender!

BITS AND PIECES

As a unit, the YZinger is the perfect, trouble-free mini-mini. No chain to adjust, no points (it has CDI), no spokes, no noise and a reliable little mill that has been well proven on the Yamahop moped.

The foot pegs are rubber covered and folding. Rubber covered footpegs are bad on big bikes, but perfect for mini-minis

(continued on page 81)

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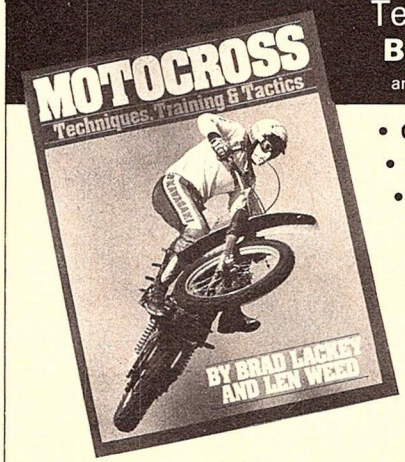

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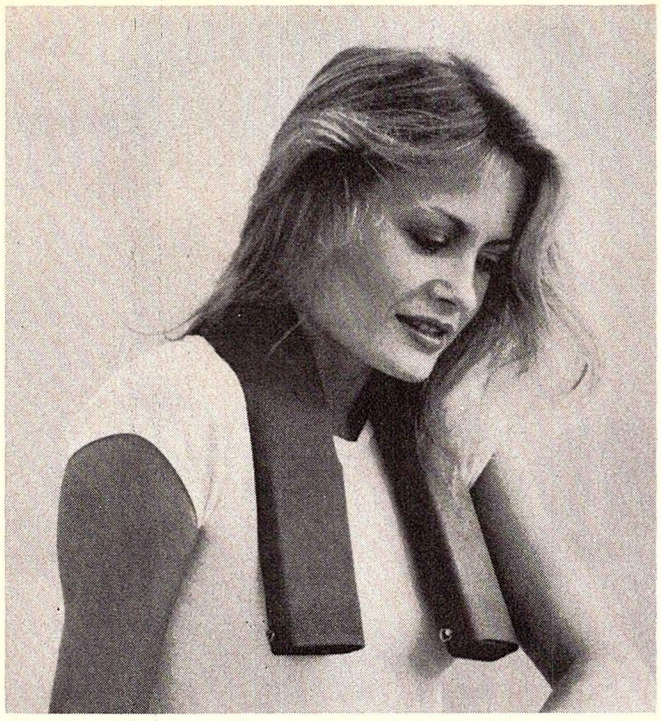

Bone Fone™

A new concept in sound technology may revolutionize the way we listen to stereo music.

The Bone Fone surrounds your entire body with a sound almost impossible to imagine.

You're standing in an open field. Suddenly there's music from all directions. Your bones resonate as if you're listening to beautiful stereo music in front of a powerful home stereo system.

But there's no radio in sight and nobody else hears what you do. It's an unbelievable experience that will send chills through your body when you first hear it.

AROUND YOU

And nobody will know you're listening to a stereo. The entire sound system is actually draped around you like a scarf and can be hidden under a jacket or worn over clothes.

The Bone Fone is actually an AM/FM stereo multiplex radio with its speakers located near your ears. When you tune in a stereo station, you get the same stereo separation you'd expect from earphones but without the bulk and inconvenience. And you also get something you won't expect.

INNER EAR BONES

The sound will also resonate through your bones–all the way to the sensitive bones of your inner ear. It's like feeling the vibrations of a powerful stereo system or sitting in the first row listening to a symphony orchestra–it's breathtaking.

Now you can listen to beautiful stereo music everywhere–not just in your living room. Imagine walking your dog to beautiful stereo music or roller skating to a strong disco beat.

You can ride a bicycle or motorcycle, jog and even do headstands–the Bone Fone stays on no matter what the activity. The Bone Fone stereo brings beautiful music and convenience to every indoor and outdoor activity without disturbing those around you and without anything covering your ear.

SKI INVENTION

The Bone Fone was invented by an engineer who liked to ski. Every time he took a long lift ride, he noticed other skiers carrying transistor radios and cassette players and wondered if there was a better way to keep your hands free and listen to stereo music.

So he invented the Bone Fone stereo. When he put it around his neck, he couldn't believe his ears. He was not only hearing the music and stereo separation, but the sound was resonating through his bones giving him the sensation of standing in front of a powerful stereo system.

AWARDED PATENT

The inventor took his invention to a friend who also tried it on. His friend couldn't believe what he heard and at first thought someone was playing a trick on him.

The inventor was awarded a patent for his idea and brought it to JS&A. We took the idea and our engineers produced a very sensitive yet powerful AM/FM multiplex radio called the Bone Fone.

The entire battery-powered system is self-contained and uses four integrated circuits and two ceramic filters for high station selectivity. The Bone Fone weighs only 15 ounces, so when worn over your shoulders, the weight is not even a factor.

BUILT TO TAKE IT

The Bone Fone was built to take abuse. The large 70 millimeter speakers are protected in flexible water and crush resistant cases. The case that houses the radio itself is made of rugged ABS plastic with a special reinforcement system. We knew that the Bone Fone stereo may take a great deal of abuse so we designed it with the quality needed to withstand the worst treatment.

The Bone Fone stereo is covered with a sleeve made of Lycra Spandex–the same material used to make expensive swim suits, so it's easily washable. You simply remove the sleeve, dip it in soapy water, rinse and let the sleeve dry. It's just that easy. The entire system is also protected against damage from moisture and sweat making it ideal for jogging or bicycling.

The sleeve comes in brilliant Bone Fone blue–a color designed especially for the system. An optional set of four sleeves in orange, red, green and black is also available for $10. You can design your own sleeve using the pattern supplied free with the optional kit.

YOUR OWN SPACE

Several people could be in a car, each tuned to his own program or bring the Bone Fone to a ball game for the play by play. Cyclists, joggers, roller skaters, sports fans, golfers, housewives, executives–everybody can find a use for the Bone Fone. It's the perfect gift.

Why not order one on our free trial program and let your entire family try it out? Use it outdoors, while you drive, at ball games or while you golf, jog or walk the dog. But most important–compare the Bone Fone with your expensive home stereo system. Only then will you fully appreciate the major breakthrough this product represents.

GET ONE SOON

To order your Bone Fone, simply send your check or money order for **$69.95** plus $2.50 postage and handling to the address shown below. (Illinois residents add 5% sales tax.) Credit card buyers may call our toll-free number below. Add $10 if you wish to also receive the accessory pack of four additional sleeves.

We'll send you the entire Bone Fone stereo complete with four AA cell batteries, instructions, and 90-day limited warranty including our prompt service-by-mail address.

When you receive your unit, use it for two weeks. Take it with you to work, or wear it in your car. Take walks with it, ride your bicycle or roller skate with it. Let your friends try it out. If after our two-week free trial, you do not feel that the Bone Fone is the incredible stereo experience we've described, return it for a prompt and courteous refund, including your $2.50 postage and handling. You can't lose and you'll be the first to discover the greatest new space-age audio product of the year.

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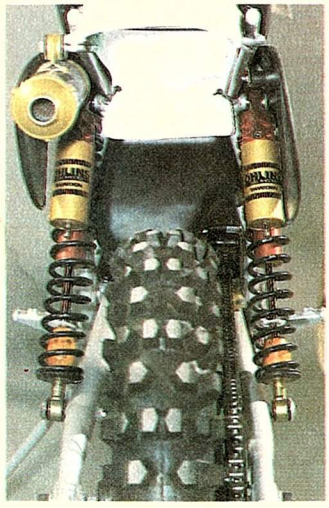

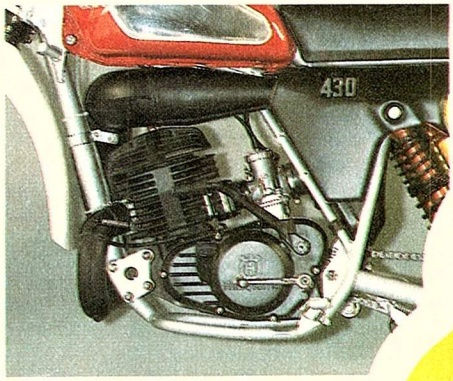

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Team Husky will be represented on the 250 International G.P. Circuit by rider Mike Guerra and mechanic Charlie Benson. They'll be going for the MX world championship number thirteen!

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PARADISE REVISITED

(continued from page 41)

New England Moto-X Fox star, JoJo Keller, found his Honda gearbox suffering when it arrived in Tahiti and couldn't nurse it through the tough motos on the Tahitian track. He finished 3rd in the first moto, and he dropped out after leading the second moto. The following weekend, he and Miller traded off on the 125, with Jojo racing the tiddler in the 250 class. He was able to get a second on the 125 and was running it in another moto when it started running poorly. After dropping out of the third-place position, it was discovered that no one had oiled the air filter; it was packed solid with dust. Both the 125 Hondas ridden by O'Mara and Miller were severly abused, when O'Mara ran his Honda without gearbox oil the first day, and Miller had no filter oil on both days.

O'Mara was asked by the promoter to ride his 125 in the 250 class after the second moto was over. Both Grossi and Giger had already decided to start at the back of the pack and attempt to come from behind. This, they accomplished, but they never caught O'Mara. The following Sunday, O'Mara kept to his own class. In fact, he was the only rider to win every race he entered. He wrapped up the speedway event, also, with Miller taking second.

Patrick Mourrain was the top Tahitian with a fourth place showing in the 250 class. He works and rides for the Honda importer in Tahiti.

New Zealand's National 125cc champion, Murray Anderson, riding a Suzuki, fought off Rick Miller to take 2nd in the class behind John O'Mara.

JoJo's Moto-X Fox Honda lost its gearbox shortly after it was unloaded from the Air New Zealand jet. On the second week of racing, he and Miller used the same 125; only Jojo placed second on it in one of the 250 motos.

After the racing was over on the second and final weekend, all the foreign riders rode down the straightaway and threw their jerseys to the crowd. JoJo Keller got off his bike and walked over to a lady and gave her his helmet. In fact, JoJo became the darling of the show by trying to wheelie all the way around the track (he almost made it) and then did alternate rear wheel then front wheel stands as he rode down the straight. He also kept us in stitches the night before the first event when he did a Larry Huffman type interview of each rider before dinner.

During the week between races, George treated the riders with a trip to the island of Moorea. It was only supposed to be for the day, but it stretched to two when they hit a reef and almost sunk the ski boat they were using. There were seven people in the boat, a mile off shore. One of the Tahitians borrowed Miller's fins and mask and swam for help.

The plans for the 4th Championnat du Pacifique are already under way, and now there are five more Americans added to the list of those who want to return to race in Paradise.

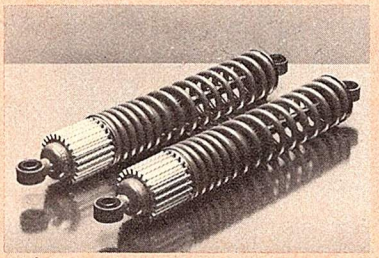
RESULTS
3RD SOUTH PACIFIC CHAMPIONSHIPS

125cc Motocross

1. John O'Mara (USA) ..... Hon
2. Murray Anderson (NZ) ..... Suz
3. Rick Miller (USA) ..... Hon
4. Jean Gueho (Tah) ..... Yam
5. Chu Francois (Tah) ..... Kaw
6. Autirai Ioane (Tah) ..... Hon
7. Lehartel Cyril (Tah) ..... Kaw
8. Karyl Cowan (Tah) ..... Hon
9. Jean-Claude Lintz (Tah) ..... Hon

250cc Motocross

1. Lenny Giger (USA) ..... Hon
2. Billy Grossi (USA) ..... Hon
3. Dave Temperton (NZ) ..... Suz
4. Patrick Mourrain (Tah) ..... Hon
5. JoJo Keller (USA) ..... Hon
6. Maurice Lehartel (Tah) ..... Yam
7. Jimmy Adams (Tah) ..... Yam
8. Jean Fare (Tah) ..... Suz



AVERAGE?

Not this guy. Not you, either, and certainly not Mulholland shocks by Interpart.

Most motocross bikes come equipped with shocks for most motocross riders. The average. But we – you and us – know better. Few motocrossers are average. If they were, they wouldn't ride motocross. Maybe they're harder, maybe faster, probably both. But not average.

Which brings us to Mulholland LTG – Long Travel Gas – shocks. The motocross shocks that can keep you headed straight when the track goes up, down, and every which way but loose.

Mulholland LTG shocks are built for tough motocross riding. And tough motocross riders. Progressive damping handles any surface, large diameter piston rods won't bend under the strain, and a large oil capacity and specially designed body for heat dissipation make faded shocks a faded memory. If you need to, you can even mount them upside down. That ain't average.

So whether you go around jumping squad cars in the movies like famous Hollywood stuntman Evert Creach here, or just jump from starting flag to takeoff to bermshot to Victory Circle, you can get a big jump on the competition with either the LTG or MX versions of Mulholland shocks. ***The above average shocks for the above average motocrosser.***

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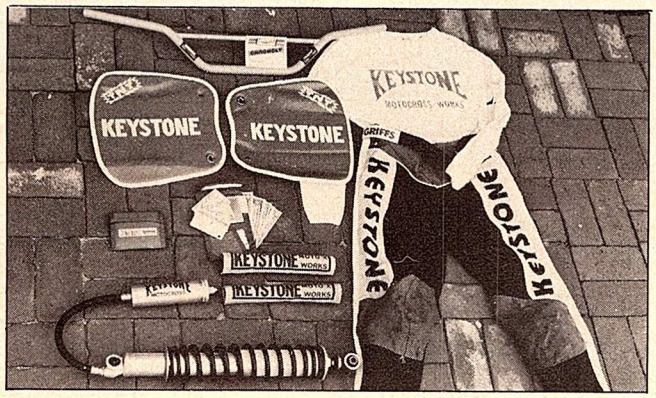

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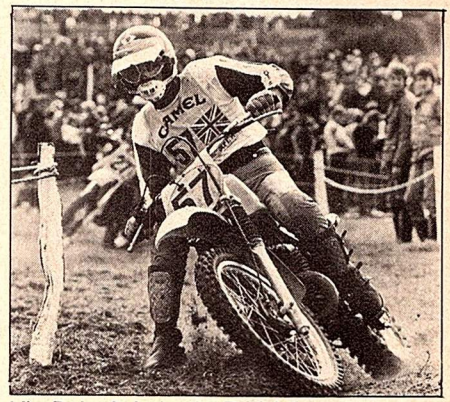
MX1

MOTOCROSS & TROPHEE DES NATIONS

(continued from page 71)



Like Dolce in Italy, the British fans got a rise out of a local hero David Watson. It was a joy filled day for the young British lad.

The precocious young Englishman was undismayed, however, and rode throughout with concentrated brilliance to finish fifteen seconds clear of Jobe and van den Broeck. The Belgian pair had been nettled and passed early on by Dieffenbach, but after a long, lively scrap, the German began to feel the effects of his exhausting first race haul. He settled for fifth spot, clear of Rond, Vromans and Carlsson. The latter had, this time, come from a seventeenth place start and forced past Bruno on the half hour, following a hectic battle which also involved Wolsink.

The French team leader, Bruno, later slowed drastically with gearbox problems, while Wolsink's rear shocks stiffened up and he crashed downfield with two laps to go. Britain's Mayes, detuned by his first race show-stopper, had grated in midfield, but a further crash bent his bars and he later retired with a seized motor. The other Englishmen, Allan and Mathia, were recovering from their calamitous starts, eventually climbing through to fourteenth and seventeenth placings, respectively, enough to edge Sweden out of fourth spot by a single point.

The Italians, never able to come to grips with the track, finished a subdued sixth, nine points ahead of France. France's loss of Bruno was compounded by Fura's Husky breaking its swingarm. Fortunately, it caused no ill effects as he hurled the bike uphill. Richard Boniface came to horrendous grief on the same dangerous straight that had unseated Mayes in race one.

But the day belonged to Belgium. They had put the wraps on the 1980 World Motocross season. If you'd like to think they might not make it a clean sweep in 1981, just pause for a moment and reflect on who they left out of thier team . . . ☐

RESULTS
MOTOCROSS DES NATIONS

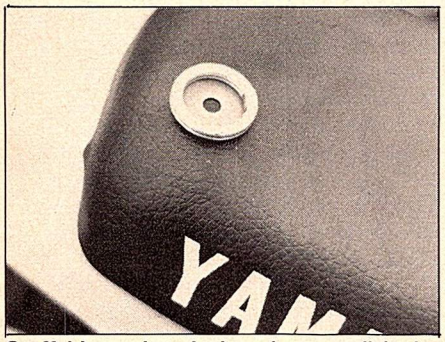
1. Belgium	14
2. Holland	59
3. W. Germany	69
4. Gr. Britain	82
5. Sweden	83
6. Italy	99

PW50 YZINGER

(*continued from page 74*)

because of the frequent *Laugh-In* type fall overs. The tank padding is complimented by padded handlebar clamps.

Tires are a highlight of the YZinger. Very trick 2.50 x 10-inch IRC knobbies grace both ends. Traction is first rate.



Stuff this restrictor in the exhaust until Junior wants to go WFO.

BAD POINTS, NO WAY

When it came time to test the YZinger, we weren't short of knee-high volunteers. King Richard Saxton, the current World and National Champion and his number one NMA mini-mini contender, Dustin Evans, spent a day playing with it. Although neither chose the PW50 over their full race Italjets when it came time to race, they definitely preferred it for playing.

After a full day of non-stop riding and racing at the NMA Nationals, the bike came through with flying colors. The major dislike of the hotshot NMA National stars was the lack of a rear brake pedal. The YZinger has hand operated brakes (right for the front and left for the rear). That was the gist of their complaints.

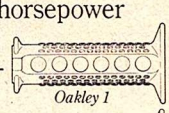
In final testing, we decided to try to let a rank beginner try his luck. David Gerig, Pro Circuit Husqvarna rider, had a nephew that was celebrating his fourth birthday. As a present, he was strapped on the YZinger for his first motorcycle ride. After being raced by NMA Champions, ridden by 165 pound MXA test riders and generally thrashed, we felt that a 4 year old was going to be the easiest test. The kid went ten feet and wrecked the bike. Without any noticeable fear, little Daniel went WFO into a bank and bent the front wheel up under the engine. The frame had bent directly behind the steering head! But, quick tugging and hammering had the bike back on the track in short order. However, lots of egos were bruised. It must be true that nothing is safe from a 4 year old.

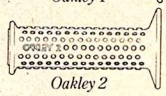
YZINGER RING DINGER

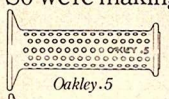
Mini-mini racing is an amazingly competitive field. Italjet dominates the winners circle, while Suzuki has the giants share of the market. Yamaha's YZinger is going to change some of that. Italjet will probably continue to use its pony advantage to take all the big wins, while the stylish and innovative YZinger will be the big seller. Very few of the mini-minis sold ever set a knobby on the track, and it is sales figures that the YZinger will lead the pack in. □

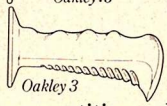
Whether your horsepower comes from a screaming two-stroke, a thunderous four-stroke, or you pedal it out yourself, you need a firm grip with both hands to control it.

And you've got to stay in control to win.









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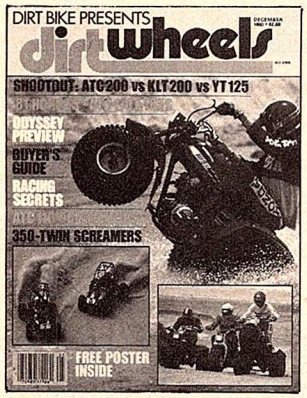

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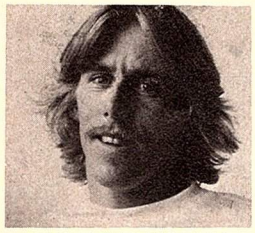

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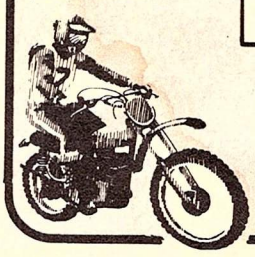

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KX STRUTS
(continued from page 63)

your rear wheel travel and should be the same as stock.

Getting the rocker arm on was a bit more trouble. It was first necessary to remove the side panels and air box to get to the top retaining nut on the Uni-Trak. Next, you'll have to find someone with a press in order to press out your stock rocker arm bushings. (Talk your buddy at the local machine shop into doing this for a sixer.) Press the old bushings out and install them in the new rocker arm, making sure, first, that they aren't too loose or wallowed out. Also, make sure that the heim joint moves freely and does not stick in any position.

DID IT WORK?

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We'd say anything that eliminates a chance of breaking your frame or bending your body deserves some consideration, wouldn't you? □

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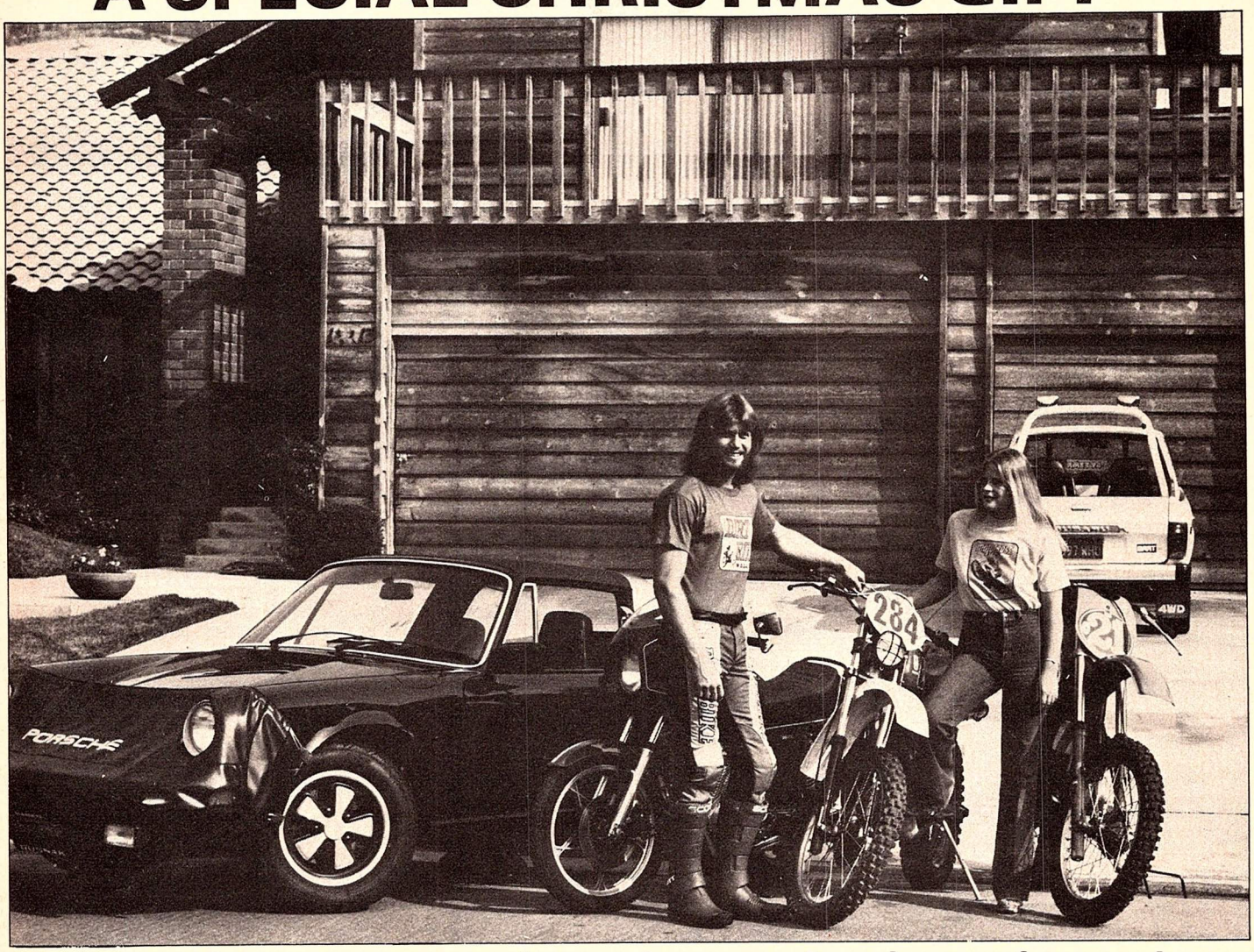

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Brand of motorcycle owned _____
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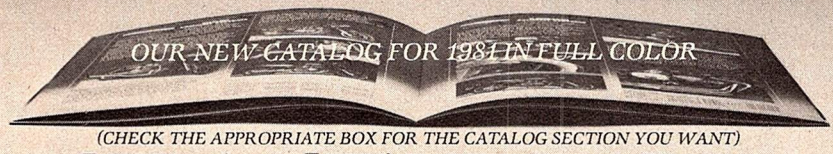

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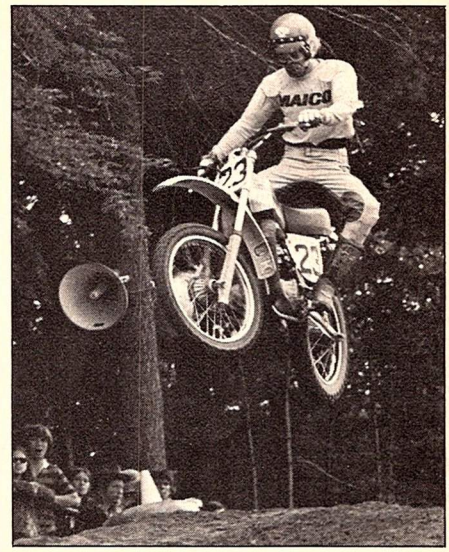
GAYLON MOSIER

(continued from page 65)



Paul Buckley

Fly on and God speed.

Mosier's injured leg kept him out of action for the rest of 1979 and part of 1980. He made his comeback at a local Saddleback Saturday race after a nine month lay-off. His leg was still ailing and the local hotshoes, Gaylon's past fame, were laying in wait. He duelled them the full 45 minutes to win a psychologically important victory. He felt ready to return, although against the best wishes of his doctor. Back on the Nationals, Gaylon's leg hampered his performances, but not his desire. He was doing what he loved and what he had spent his life trying to master. Gaylon finished the 1980 500 National Championships tied for tenth overall with USGP winner Marty Moates.

The season is never over until the last lap of the last moto, but for Gaylon Mosier the season ended early. In order to strenghten the leg that had cost him the National Championship in 1979, Gaylon had taken to training the atrophied muscles by cycling. It was on a winding country road that fate took Gaylon Mosier from us.

We will miss Gaylon dearly. Not because he was a star; not because he was a factory rider; and not because he was a part of history. We will miss Gaylon Mosier because he was a friend. ☐

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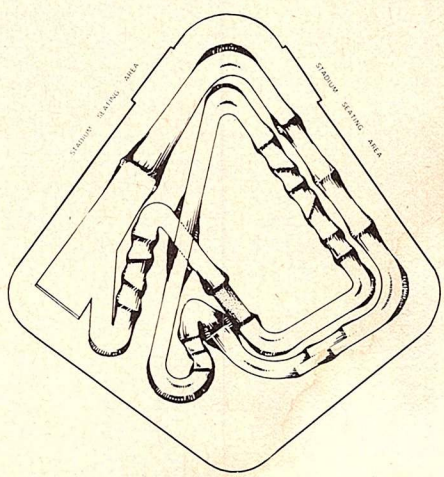
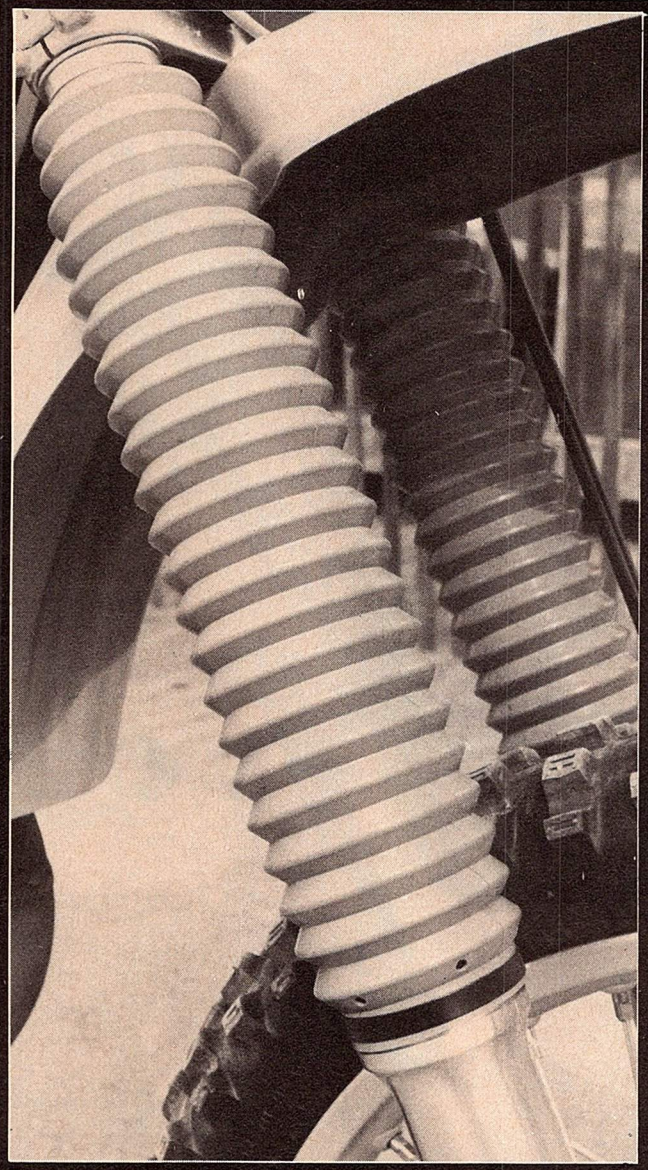
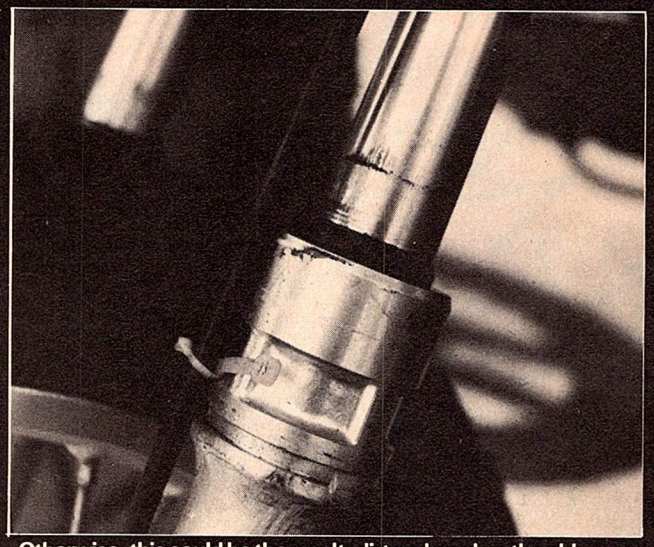


Paper Training

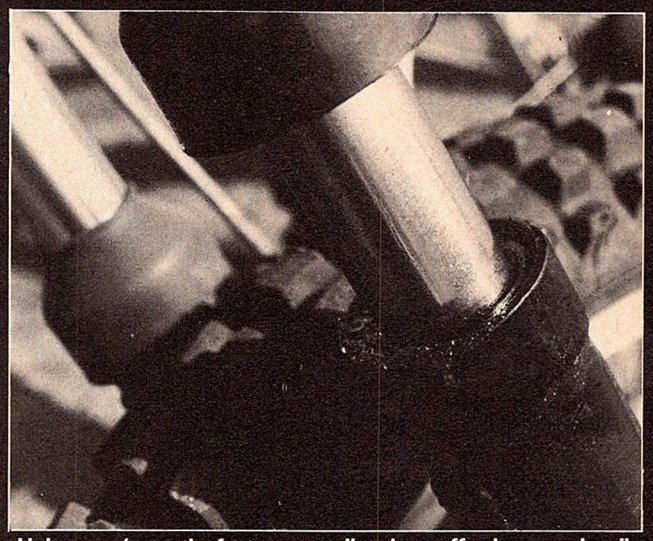
By Gary Ogden



Don't fork those nice shiny fork boots just for that factory look . . .



Otherwise, this could be the result: dirt and crud up the old sealous maximums.



Unless you're on the factory payroll and can afford new seals, oil and such, every moto, keep those stock booties. They do serve a purpose.

DON'T FORK YOUR BOOTS

Have you noticed that in the last five or six years, motocross bikes have changed dramatically? They have gone from six inches of suspension travel doubling to twelve and thirteen inches. Horsepower has increased with much better power-bands. Most bikes weigh less and seem to be more reliable. The only thing that hasn't changed is maintenance. If you want your bike to last, it will still need routine service. Something that should always have service are the front forks!

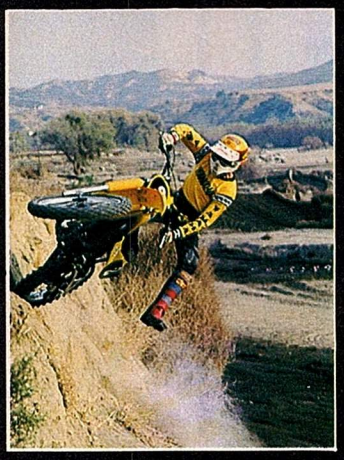
Front forks are often the least maintained mechanical component, but are so important! When you hit bumps, slow down for turns, or even going over a starting gate, the forks are the first to move. This is what makes them so important. Three years ago, companies that made rubber fork boots were selling thousands of them. Nowadays, most bikes come with fork boots and everybody takes them off. Probably, the reason for this is that the factory bikes don't use them. What you don't realize is that the mechanics take the forks apart and clean them after every race. In Europe, because of the excessive mud races, they use fork boots almost all the time. Without the use of them, you increase the amount of dirt and water that will pass through the fork seals. When these particles mix with oil, your dampening will lose all its stability and also cause excessive fork wear.

What you need to understand is how the forks work internally. You should always have clean, dirt-free oil to pass through the orifices inside. A good idea would be to get your owner's manual and learn to take apart and clean your forks.

A few ideas for working on your forks . . . Have plenty of clean rags to dry off parts, use some kind of solvent to wash with, blow out dampening rods with an air hose, and when assembling, put a light film of grease on the fork seals. If you want to reduce wear and increase fork consistencies, *use Fork Boots!* □

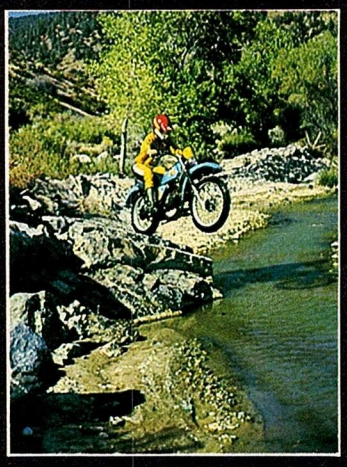
ZOOT POSTERS!

14—"Magoo" Chandler on the Visible Maico.



16—Kenny Zahrt on the Wall of Death

13—Finding the Hot Line.



15—Diving for gold.

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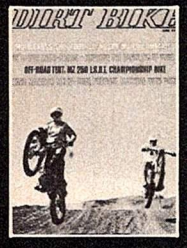

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4—Two Maicos dicing at Rough Rider Cycle Park in '71.
5—Al Wurtzel styling on a '72 400 Maico "square barrel."
7—From the Foof shootout! Steve Riggin on a Kawa 175.
8—J.N. Roberts and other stars on the line at the '71 Mint 400.

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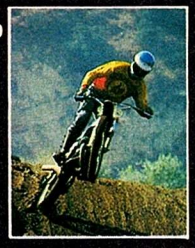

9

11

12

9—Comrade Wegner U-boats a 175 Can-Am.
10—Connolly's Classic Crossup on a 250 Bultaco
11—Wingnut Baker on a Honda desert sled
12—Leaping Lindstrom on an RM Suzuki

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Kawasaki

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Berm Shot

'. . . and another one bites the dust!'

Photo by David Matteson

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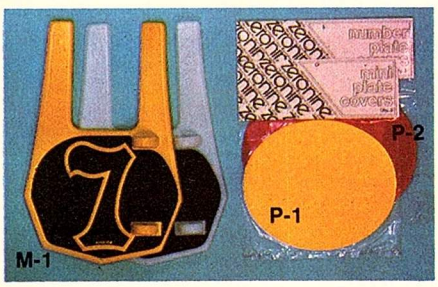

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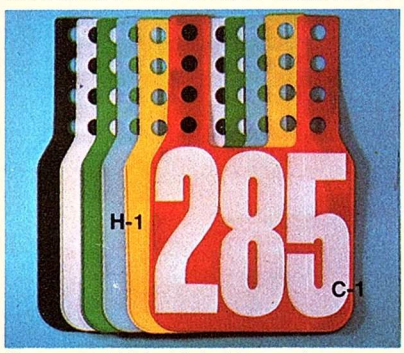

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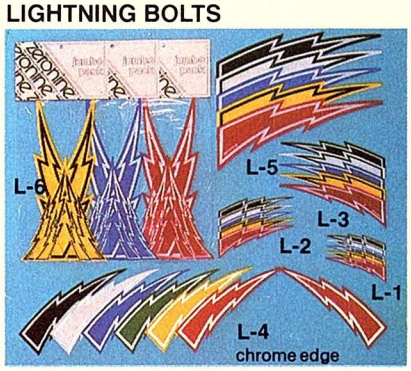

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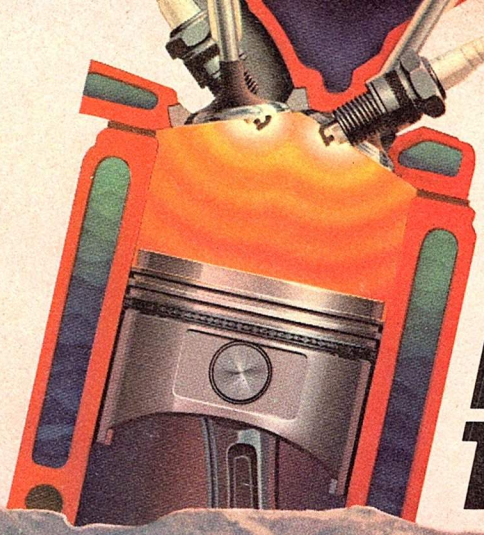

DATSUN TRUCKS: MORE POWER THAN EVER BEFORE

1981 DATSUN KING CAB® GL.

MORE MILEAGE, TOO– NOW WITH THE NAPS-Z ENGINE.

Leave it to Datsun to pull all its newest 2- and 4-wheel-drive pickups with the most powerful engine ever in a Datsun truck: the exclusive NAPS-Z.

WHAT "ENGINUITY!"

Crossflow aluminum hemi-head, oversize valves, overhead cam, two sparkplugs per cylinder and 2.2 liters of displacement help this new engine rev up more torque and horsepower than last year…on less gas! No truck gets better EPA-estimated gas mileage than Datsun: 27 mpg.*

27 EST. MPG / 36 EST. HWY.

*EPA estimates for comparison, standard 5-speed manual. Four by fours: 21 est. mpg, 29 est. hwy. Actual mileage may differ depending on speed, trip length and weather. Actual highway mpg will probably be less. California mileage lower.

SIT BACK AND ENJOY THE TRIP

in the one-and-only Datsun King Cab® GL, roomiest compact going; the only one with reclining buckets and jump seats behind them. Quartz clock, tach, AM/FM radio, overdrive 5, carpeting and new available skyroof† complete the car-like feel.

THEIR JOB IS TO LAST.

King Cab, Li'l Hustler,™ Long Bed…all Datsun pickups are put together so well that over 84% of all those sold during the past 22 years are still on the job. Just what you'd expect from Nissan Motor Co. Ltd., the worldwide company whose name stands for quality. Put a Datsun pickup to the test-drive today.

†Skyroof available Feb., '81.

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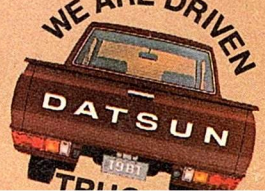
WE ARE DRIVEN